

TRAVELING TO LOWER JOSEPH CREEK:

A PICTORIAL HISTORY

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Special thanks go to the Lewiston Tribune and the Wallowa County Chieftain for permission to reprint various articles. The Tribune articles are "Mrs. Sapp's Retirement Ends 39 Years of Service," pp. 11-15, "Rogersburg to Celebrate New Highway Today," p. 33, "600 Celebrate at Rogersburg," p. 33, and "Grande Ronde Ice Jam Grinds, Roars, Stops," p. 56. The Chieftain articles are "Canyon Picnic Draws Crowd," pp. 36-38, three "70 Years Ago" clippings, p. 103, and "From Logs to Lumber," pp. 105-107.

The author may have inadvertently omitted various contributors or contributions. I apologize in advance.

Mike Edgmand

TABLE OF CONTENTS

Chapter Number	Chapter Title	Page Number
1	Introduction	1
	Picture	3
	Table 1 Miles From Asotin to Various Locations	4
	Map 1 Asotin County,WA: Asotin to the Spangler Place	6
	Map 2 Asotin County: The Spangler Place to the Oregon State Line	7
	Map 3 Extreme Northeast Corner of Oregon's Wallowa County	8
2	Traveling the Snake River	9
	Transportation on the Snake River: 1910-1938	9
	Mrs. Sapp and Boat Service on the Snake River	10
	Boat Service on the Snake River: Advantages and Disadvantages	16
	Pictures	18
3	Rogersburg	30
	A Brief Sketch	30
	Rogersburg: The Celebration	32
	Pictures	39
4	Ferries, Basket, and the Grande Ronde River Bridge	53
	Ferries	53
	The First Grande Ronde River Bridge	55
	The Basket	55
	Subsequent Bridges	55
	Other Problems	57
	Pictures	58

5	Rogersburg to the Oregon State Line	76
	Pictures	78
6	The Washington State Line to Enterprise	101
	The Wagon Road Up Road Gulch	101
	Fixing the Road to Accommodate Automobiles	101
	The New Road to Lower Joseph Creek	104
	The Rest of the Road to Enterprise and Joseph	108
	Pictures	110

CHAPTER 1

INTRODUCTION

Bordered on the east by the Snake River, the southeastern portion of Asotin County is mountainous with narrow valleys. Joseph Creek and the Grande Ronde River run through two of the valleys.

Although members of the Nez Perce Tribe wintered on lower Joseph Creek and the Grande Ronde River for many years, very few white settlers lived there prior to 1889. One reason was the inaccessibility of the area. It could be reached only on foot or on horseback.

The Bradley and Green families were the first two white families to settle on lower Joseph Creek, moving there in 1889. They traveled by horseback from Anatone to the Grande Ronde River, forded it, and then rode south a short distance to Joseph Creek.

The Bradleys lived on Joseph Creek for about ten years. They then moved to Anatone so that their children could attend school there. The family left Joseph Creek the same way they came: on horseback.

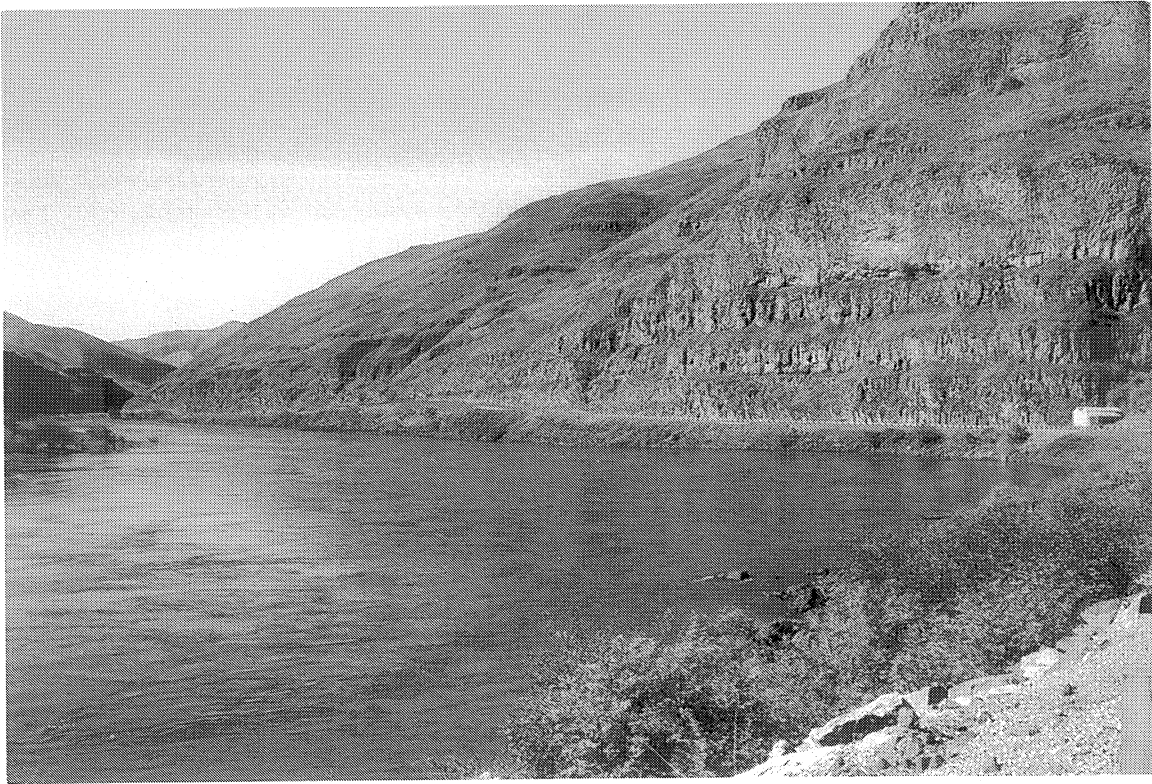
The Bly family was the third family to move to lower Joseph Creek. The family moved there in 1891. They traveled by wagon from their homestead near Whiskey Creek which is between Enterprise and Lostine in Oregon's Wallowa County to their new homestead on lower Joseph Creek just north of the mouth of Cottonwood Creek. At the time Joseph and Alma Bly had seven children. They had four more children while living on Joseph Creek.

On their trip north, there would have been few roads and certainly none from Cold Springs Ridge down to the Horse and Cottonwood Creeks. Because members of the Nez Perce Tribe traveled from the Wallowa Valley to lower Joseph Creek and the Grande Ronde River each fall and back in the spring, the Bly family may have followed their trails. According to the Horner Papers (p. 892), Joseph Bly and his family traveled down Trail Creek.

As time passed, more people moved up the Snake River and then up the Grande Ronde River and Joseph Creek. As automobiles became more popular, the road from Asotin up the Snake River was extended to Captain John. At that point, there was a high,

steep cliff falling sharply to the river. This cliff extended for a mile, making it a major obstacle to extending the road farther up the Snake River.

Fortunately, boat traffic on the Snake River picked up and it soon became possible to board a boat in Lewiston and travel to Rogersburg which is at the mouth of the Grande Ronde River. Eventually, the federal government arranged for a boat to carry mail up the Snake River with a stop at Rogersburg.



Picture 1.1

The Cliff Across From Captain John: 2011

The cliff shown here extends up the Snake River for a mile, making it difficult to extend the road to the mouth of the Grande Ronde. When the road was built, it was narrow and had no guardrails despite the almost straight drop to the river. Because the road was narrow, there was only one spot where two cars could pass. Consequently, both driver and passengers would look far down the road to see if a car was coming in their direction. If they saw a car, the driver would park at the spot where the cars could pass. No one wanted to back up the narrow road with no guardrail. Today, the road, now paved, is wide enough that cars can pass anywhere. In addition, there is a stout guardrail.

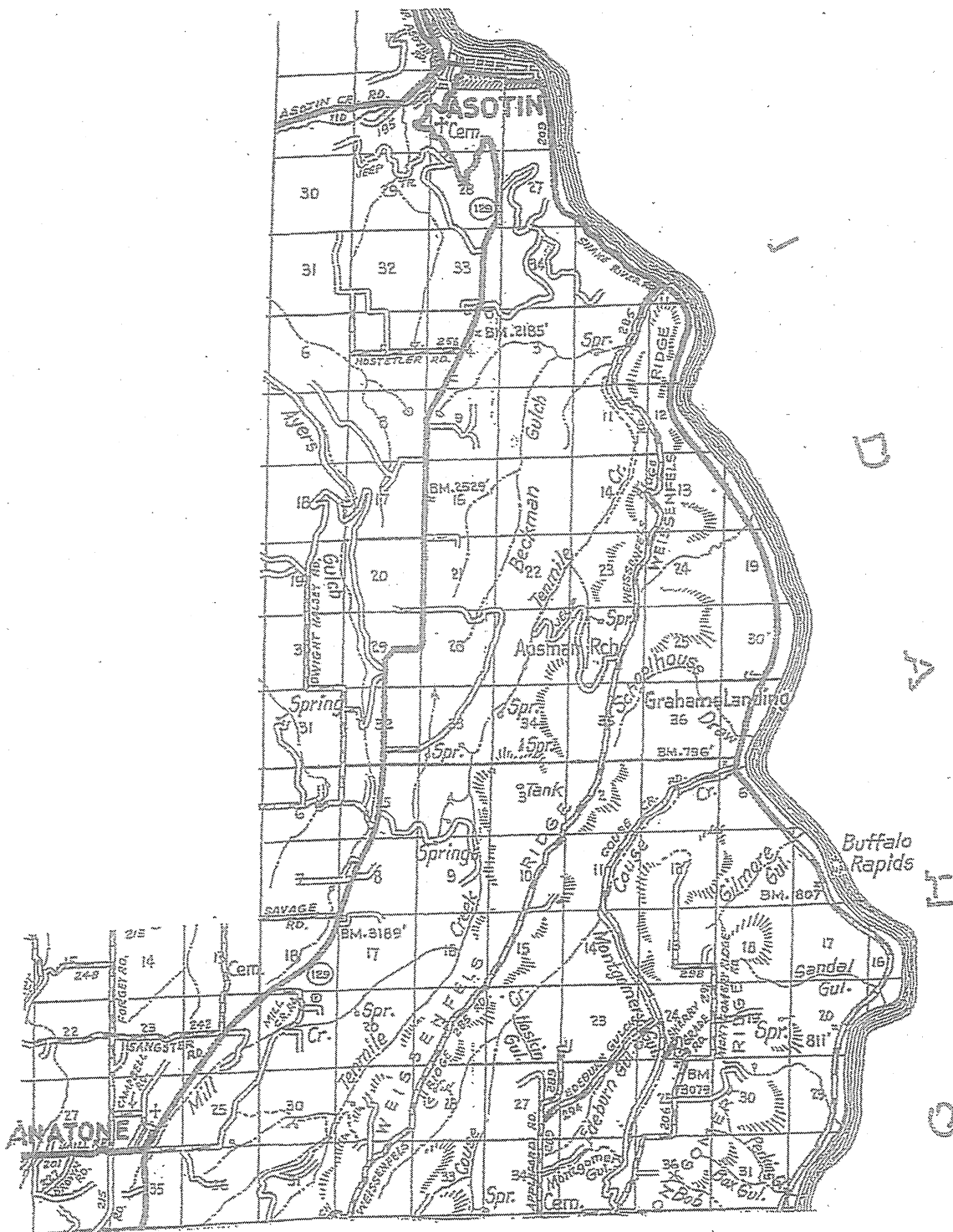
TABLE 1

MILES FROM ASOTIN TO VARIOUS LOCATIONS

Asotin Courthouse (0.0)
Ten Mile Creek (4.7)
Ackerman Bar (6.9)
Couse Creek (11.9)
Buffalo Eddy (14.7)
Captain John (16.6)
Spangler Ranch House (19.7)
Fisher Gulch (19.8)
Mouth of Grande Ronde River and Original Ferry Site (22.8)
Road to Joe Rivers' Place (23.8)
Trail to Anatone (24.5)
Last Ferry and Basket Site (25.0)
Grande Ronde River Bridge (25.4)
Zindel Place and Hill (25.8)
Mouth of Joseph Creek (26.6)
Haberman Ranch House (27.2)
Chief Joseph's Cave (27.6)
Bradley Gulch (27.7)
Joseph Creek School (28.4)
Road to Tippet Ranch House (28.5)
Heimark Ranch (30.1)
Bly and Edgmand Ranch House (30.6)
Mouth of Cottonwood Creek (30.8)
Washington-Oregon State Line (31.6)
Stuart and Esther Day's Ranch House (32.1)
Mouth of Horse Creek (32.2)
Mouth of Trail Creek (32.6)
Mouth of Cougar Gulch (33.6)

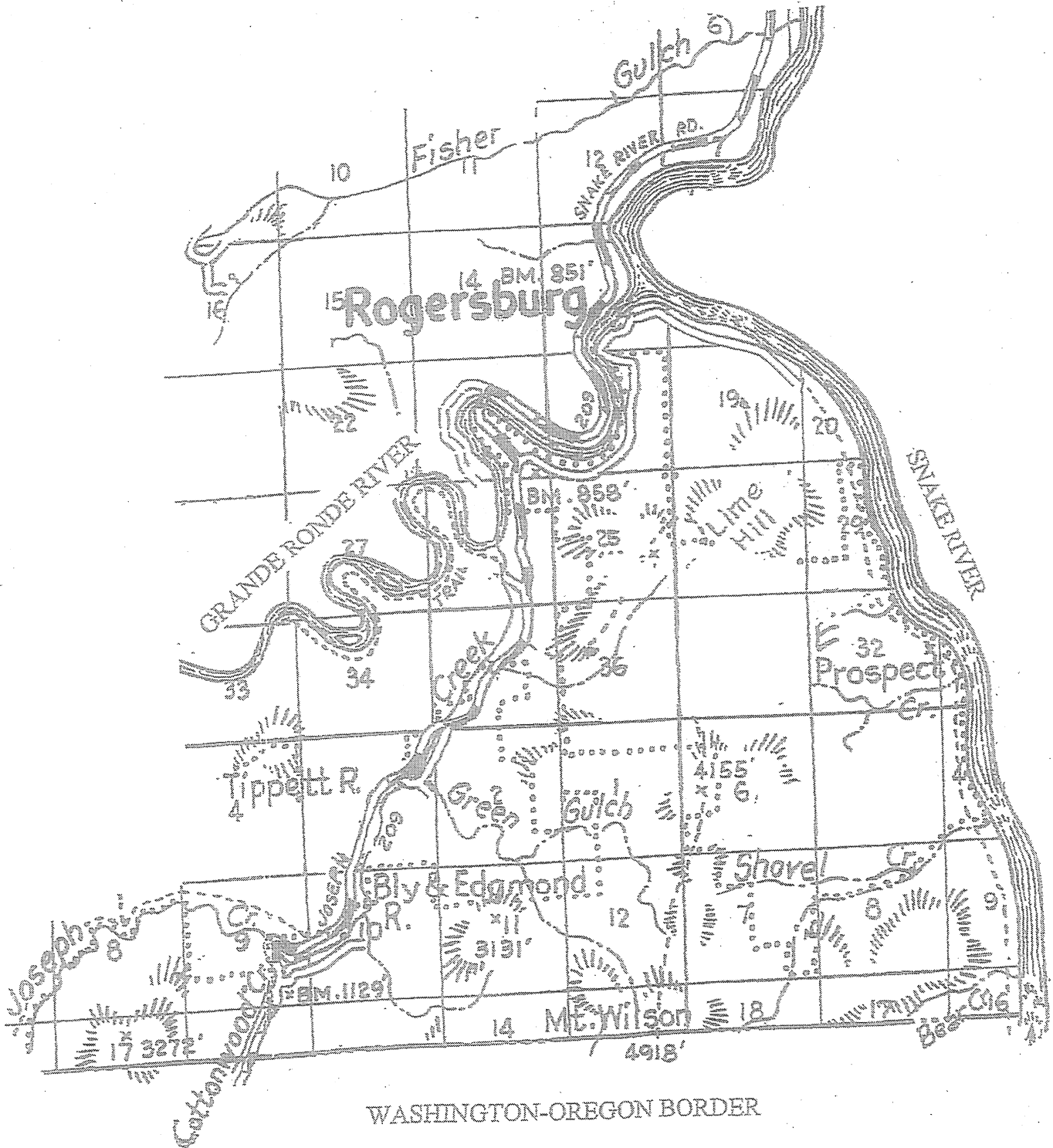
Horse Creek Ranch House (34.0)
Mouth of Canyon Leading to the Cliff Applington Place (34.4)
Mouth of Alkali Canyon (34.5)
Mouth of Road Gulch (35.9)
New National Forest Boundary (36.3)
Trail to Cache Creek (37.1)
Road to Cache Creek (38.3)
Old National Forest Boundary (39.0)
Road to Jim Creek (41.8)
Hack Shed Site (42.9)
Cutout Grounds (44.5)
Road to Old Cold Springs (45.7)
Cold Springs Corrals (45.8)
Road to Cold Springs Cow Camp (45.9)
Frog Pond (46.1)
Road to Buckhorn, the Buttes, and Enterprise (51.5)
Road to Buckhorn Lookout and Cherry Creek (58.9)
Thomason Meadows (64.3)
Jack and Stuke Tippet's Place at the Buttes (80.3)
Enterprise (99.3)

ASOTIN COUNTY, WA: ASOTIN TO THE SPANGLER PLACE



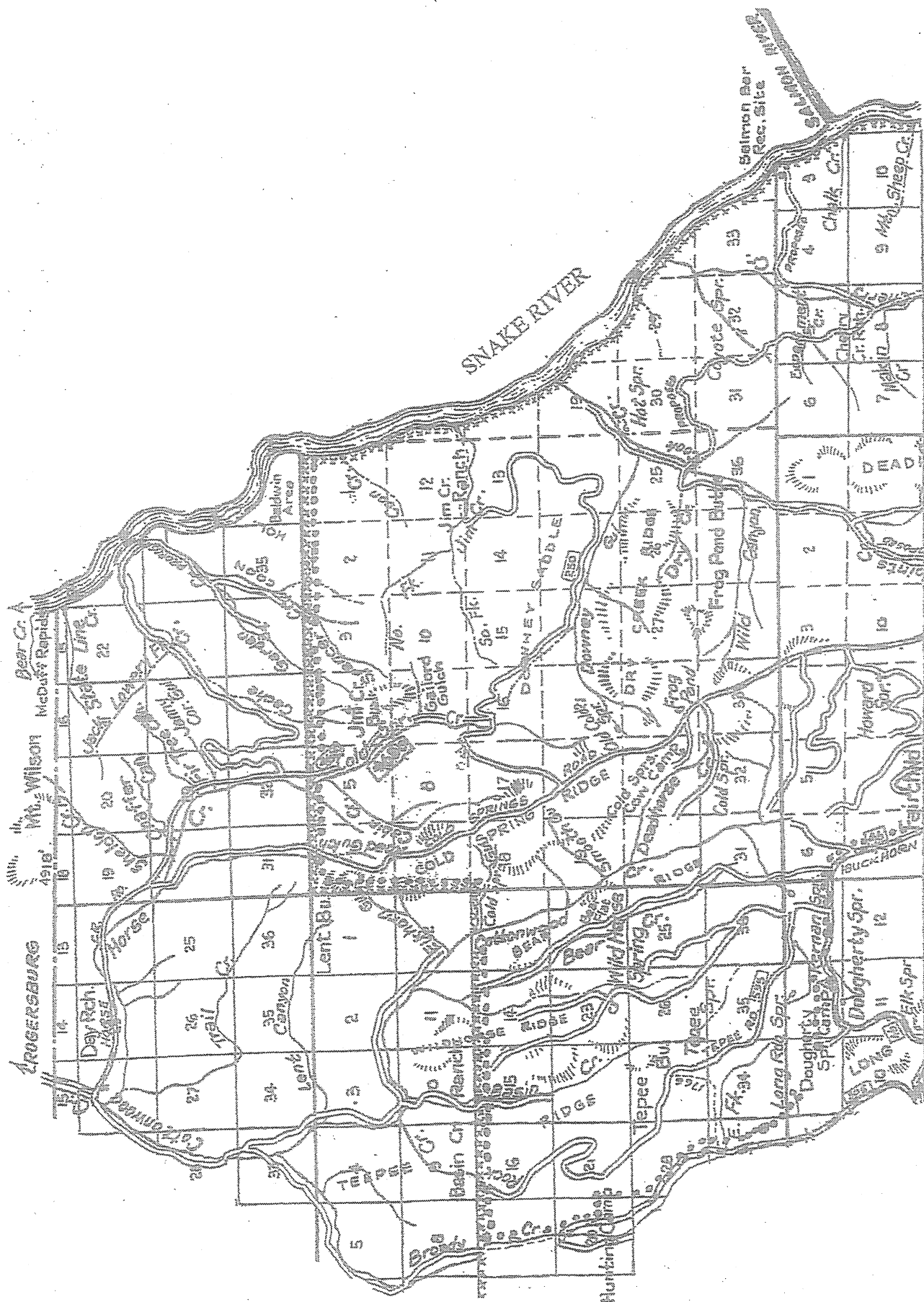
MAP 2

ASOTIN COUNTY: THE SPANGLER PLACE TO THE OREGON STATE LINE



MAP 3

EXTREME NORTHEAST CORNER OF OREGON'S WALLOWA COUNTY



CHAPTER 2

TRAVELING THE SNAKE RIVER

When the Bradley and Green families moved to lower Joseph Creek in 1889, they traveled by horseback. The only alternative was walking. Because of the ruggedness of the terrain and distance, it was not a viable option. Over time, however, boat traffic on the Snake River increased. Consequently, people living on lower Joseph Creek and the Grande Ronde River could travel to Rogersburg, board a boat, and travel down the Snake River to Lewiston. Later, they could board a boat and travel up the Snake to Rogersburg.

Transportation on the Snake River: 1910-1938

Prior to 1910, various boats—including steamboats--traveled the Snake River, mostly moving freight. In February 1910, Ed McFarlane and Richard Glover, Ed's uncle and partner in their hardware store, launched the *Flyer* in Asotin. The boat was 36 feet long, had a steel hull, and was powered by a two-cycle, three-cylinder Fario (25 horsepower) gas engine. Later, the partners replaced the Fario engine with a Sterling engine (60 horsepower).

The *Flyer* made its first trip on February 7, 1910. It carried about 1,500 pounds of machinery to Rogersburg. After a few trips, business picked up and McFarlane offered the first regular transportation service on the local portion of the Snake River.

Given the success of the *Flyer*, McFarlane and Glover built the *Prospector*, launching it in the spring of 1912. The boat was 65 feet long, was powered by twin 100 horsepower Scripps engines, and had double the carrying capacity of the *Flyer*.

Just after World War I, McFarlane and A. M. Peterson became partners and built the *Clipper* which entered service on the Snake River in 1920.

William Pressly "Press" Brewrink, a contemporary of McFarlane's, ran boats on the Snake River. His first boat was the *Swastika* which was very slow. In 1915, he bought a boat called the *Billy Bryan*, named after William Jennings Bryan.

According to official U.S. postal records, Brewrink was awarded the first Snake River route mail contract in 1919. (Boats on the Snake delivered mail upstream prior to the

official awarding of mail contracts.) At that time, Brewrink ran the Let's Go and the Clipper which he had purchased from McFarlane and Peterson.

In 1921, the federal government awarded the mail contract to McFarlane. In 1924, the contract went to Johnny Ames and Archie Knowland, but they subcontracted the mail run to Brewrink.

In 1926, McFarlane hired Brewrink who soon became a partner. Although McFarlane retired in 1935, the company, the Snake River Transportation Company, held the mail contract from 1926 to 1938.

From 1928 to 1935, McFarlane and Brewrink operated the Flyer, Prospector, Clipper, and the Idaho. The Idaho, built in 1922, was 58 feet long and had a carrying capacity of eight tons. A dependable boat, the Idaho provided at least occasional service until 1953.

In July 1938, Kyle McGrady obtained the mail contract. Just before the contract began, his boat, the Dawn, hit some rocks and sank. When McGrady began to deliver the mail, he improvised with regard to boats.

In 1939, McGrady started operating the Florence, named after his wife. Built in Clarkston in 1939, it had dual 100 horsepower engines with a 10 ton cargo capacity. It was a later version of this boat that was stuck in the ice at Buffalo Eddy for 33 days during the winter of 1948-49. After that mishap and the drowning of one of his sons, McGrady sold a half interest in his business to Tidewater Barge Line in 1950. Soon after that, Tidewater lost the mail contract and McGrady turned to farming.

With the extension of the road to the mouth of the Grande Ronde River in 1938 and the construction of a ferry at Rogersburg, people living on lower Joseph Creek and the Grande Ronde River were able to drive to Lewiston.

Because they had few alternatives, regular boat service on the Snake River continued to be very important to those living on or near the Snake River above Rogersburg.

Mrs. Sapp and Boat Service on the Snake River

Through her grocery store in Lewiston, Mrs. Ruth Sapp provided many valuable services to those ranchers and prospectors who lived on or near the Snake River. The following article, appearing in the Lewiston Morning Tribune on January 15, 1956, describes these services.

MRS. SAPP'S RETIREMENT ENDS 39 YEARS OF SERVICE

By BONNIE C. BUTLER
Tribune Staff Writer

Snake River ranchers and quite a few old customers right in Lewiston are going to have to give up their favorite grocery store.

They'll have to look elsewhere too, for many services the modern markets do not extend.

Sapp's Grocery at 216 Main St., is going to close.

Mrs. Ruth Sapp, who has been behind the counter through 39 years since the store was established a few doors west of its present location, isn't reordering stock.

The store will stay open until the shelves are cleared, maybe a month. Then Mrs. Sapp will retire. She will continue to make her home at 310 2nd Ave.

"Doctor's orders," she said, "or I wouldn't do it, I suppose."

Now in her 81st year, the generous, warm-hearted "Mizz Sapp" is now filling orders for grandchildren of her first customers.

Some of these present-day customers have told her they thought 'Sapp's Grocery and the Post Office' were the only two places in Lewiston when they were children on ranches up the river.

Those were days when Mrs. Sapp and her husband, the late George Everett Sapp, started filling river ranchers' orders completely, regardless of the commodity.

"Like one order we received from Guy Huffman, a sheep and cattle man on the river," she said. Her eyes twinkled with the achievement of this one. "I suppose I've told this a hundred times but it is amusing.

"He wanted 50 pounds of Epsom salts, 50 pounds of poisoned oats, one tom cat and a red rooster.

"We got them for him and sent them up on the boat."

Common shipments in the early 1920s would include cracklings "to feed sheep dogs," cases of canned lye for making soap; weaner pigs bought and crated by the Sapps to accommodate a customer who couldn't get down the river to find his own pig; and always — staple groceries in bulk, either sacked, in case lots or by the barrel.

No Surprise

"A rancher would order a weaner pig to raise his own pork. The order from Huffman didn't really surprise us," Mrs. Sapp reminisced. "He wanted the salts for doctoring stock and the poisoned oats, probably, to put out for squirrels. And any family on a ranch needs a good tom cat and a red rooster."

It takes others to tell how many ways Mrs. Sapp has extended the store's services. If items of hardware or dry goods were on an order, it was a matter of course that Mrs. Sapp went out to buy these from other merchants so the order would be complete on arrival.

"We knew how disappointed they'd be if everything wasn't there when the wagon brought their

things," she said. "Lots of times we sent 'sheep hooks,' the long shepherd's staff used by herders."

But she didn't mention how long some customers had to be carried on the books—not so much for lack of finances as lack of having dollars or a bank handy when they were the busiest.

Mrs. Sapp's store was used as a waiting room often by members of a family who went their separate ways on shopping trips.

If a rancher let a worker go after finishing a season and had no cash to pay him, the worker could get his pay — with a proper written order — from Mrs. Sapp.

If the man had a pay check and wasn't known by another merchant at a store where he wanted to cash it, Mrs. Sapp vouched for it; often endorsed such checks.

And where could you find a person in a super market today who knows how to weigh your poke of gold dust and pay you the right amount in dollars? Mrs. Sapp has weighed many for river prospectors and carried them "on the books" for their supplies before she saw the gold dust.

Getting jobs for people has been a part of the store's operation, like a busy employment office at some seasons of the year.

"Once a woman came to me," Mrs. Sapp said, "to tell me she wanted a cooking job up the river.

Was Doubtful

"I told her the Cherry Creek Sheep Co., wanted a cook and that they would like to get a woman. When I told her the company was owned by Basque people and there were only men there, she hesitated.

"Oh, I don't think I want to work in a place like THAT," she said. "But, I assured her I would take the job myself if I needed one and that she would be treated like a lady.

"Well . . . she took the job. I didn't see her until she came back. She told me it was the first place she had ever worked where she didn't have to bring in her own wood and water . . . and they had paid her double the wages they promised."

"These people, Antonio Malaxa, Antonio Anjura and Silvania Egan, are old customers. I knew she could work for no better. I call one Tony, one Gus and the other, Silver.

"They have no need to hire cooks now. One of the boys went back to Switzerland and brought back a Basque wife."

Mrs. Sapp remembers sending her shipments first with the river captains, Press Brewing and Ice Co. and later on Mr. Idaho. Later it was with Kyle McGrady and the Florence and since, with Oliver McNabb and the Wenaha.

The store's operations have been widely publicized along with Mrs. Sapp's personal interest in her customers.

It is one of the last of its kind in any of America's "last frontiers" and will not likely be replaced.

The store was first opened by Mr. Sapp in January of 1917 at the present location of the W. E. Pinch Co.

Mr. Sapp, a Georgian who was postmaster at Pecos, Texas before coming North, decided Lewiston was a good place for a "cash and carry" store when he visited here after first stopping at Boise.

The store never quite made its customers "cash and carry" conscious. The river trade developed rapidly when ranchers found the Sapps to be the kind of accommodating proprietors they were.

As the western end of Main Street became more crowded for parking space and modern trends of food marketing reduced the store's size in appearance, river ranchers and pensioners at Lewiston have been the mainstay of its trade. Pensioners have remained faithful, not only because Mrs. Sapp has carried them over the 20th of the month for their bill but because of her interest and kindness.

Mrs. Sapp is a native Texan, "turned Idahonian," she said, "if Texas doesn't hear what I say."

She was born at Dallas, Texas, Aug. 5, 1875. She was Ruth Buchanan, granddaughter of a cousin to President James Buchanan. Her grandfather was a Virginian, Archibald Buchanan, who went to Dallas in the 1840s.

Her father, Dudley Buchanan, died when she was an infant so her mother, Mary Evelyn Witt Buchanan, taught school to provide for herself and child.

Mrs. Sapp's membership in the Daughters of the American Revolution might have been taken from either side of the family. She chose to take it through a source on her mother's side to Capt. Charles Witt who fitted a company of soldiers at his own expense for the Revolution.

"My mother was a Texan and too proud of it for words," she said.

She met Mr. Sapp at a church social at Pecos. They were married June 7, 1898, after a 4-year engagement.

"He was a Republican," she said, "and you know Texans are Democrats to the ground floor! Nevertheless, he stayed as postmaster until President Wilson was elected.

"He had been postmaster so long, some of the children thought he owned the office. But when President Wilson went in, a Negro janitor joked about it. We often laughed how he said 'it look like Mistah Sapp nigh onto worked out his time here'."

Mrs. Sapp had taught school before her marriage. She went into the post office as a money order clerk afterward and served 13 years before they decided to come north.

Mr. Sapp's death occurred here Jan. 21, 1933, after an illness of 5½ years.

Mrs. Sapp was the Altrusa Club's "woman of the year" in 1946.



IN BUSIER DAYS — These stacks of staple groceries in bulk were an average weekly shipment to river ranchers up the Snake from Sapp's Grocery in the 1920s. There's sugar and flour in 100-pound sacks, eggs by the case, crated 5-gallon lard cans in the third case from the bottom, extreme right, and—what else do you recognize?



IT USED TO BE IN BULK — Mrs. Sapp smiles now over the scoop she has used many and many a time to fill orders of bulk beans, bulk sugar, macaroni and such staple supplies. (Tribune photo.)



NOW IT'S IN A PACKAGE — "It used to be a pound of this or a pound of that. Now it's a package." And soon the packages, too, will be gone from these shelves. (Tribune photo.)



CLOSING TIME — Mrs. Ruth Sapp remembers busier times for the store that is now to closed after serving Lewiston and Snake River folks since 1917. (Tribune photo.)

Because of Mrs. Sapp's extraordinary service, the boat system worked much better than it would have otherwise.

Starting in 1938, ranchers on Lower Joseph Creek and the Grande Ronde River drove to Lewiston rather than taking the boat. Even so, many of the people who lived there continued to shop for groceries at her store. My parents, for instance, shopped there for many years.

Following a heart attack, Mrs. Sapp died on March 12, 1956, less than two months after closing her store

Boat Service on the Snake River: Advantages and Disadvantages

When regular boat service began in 1910, people living on and near the Snake River welcomed it. At the time, the alternative was to ride horseback to town. The boat, however, made it to Rogersburg only twice a week. Consequently, there were several days between boats, making it inconvenient for people who wanted to return to their homes the same day. Also, if people became sick or were injured, it was unlikely they could take the boat to town immediately. Here are two examples.

In 1926, Anatha Bly had a swelling on her neck that was increasing in size. Her dad and others at the ranch thought she needed immediate medical attention. Consequently, she and her grandmother Alma Bly traveled to Rogersburg. (At the time, Anatha was four years old; Alma was 73.) Because the mailboat was not due, Al Lemme who lived at Rogersburg said that he would take them to Lewiston in his rowboat. Even though ice was running in the river, they started for Lewiston.

On the way, they may have found someone at Captain John or beyond to drive them to Lewiston. At any rate, they made it to the White Hospital in Lewiston. There, someone lanced the swelling and told them that it was not a serious health threat.

Sometime in the late 1920s, Pete and Birdie Edgmand, Joe Bly, and Pete's niece, Neatha, were swimming in the Grande Ronde just below the mouth of Joseph Creek. (Guyneatha "Neatha" Edgmand was John Edgmand's oldest daughter.) As Neatha reached the west bank of the river, she was bitten on the head by a rattlesnake lying on a low cliff. The folks took her to the Haberman place where first aid was administered.

Because they could not wait for a boat, the party started for Anatone on horseback. Pete went on ahead to call for an ambulance. Joe, Birdie, and Neatha followed.

It was a hot day. As the party proceeded up Fisher Gulch, they would stop to rest their horses. When they stopped, Joe gave Neatha moonshine to drink.

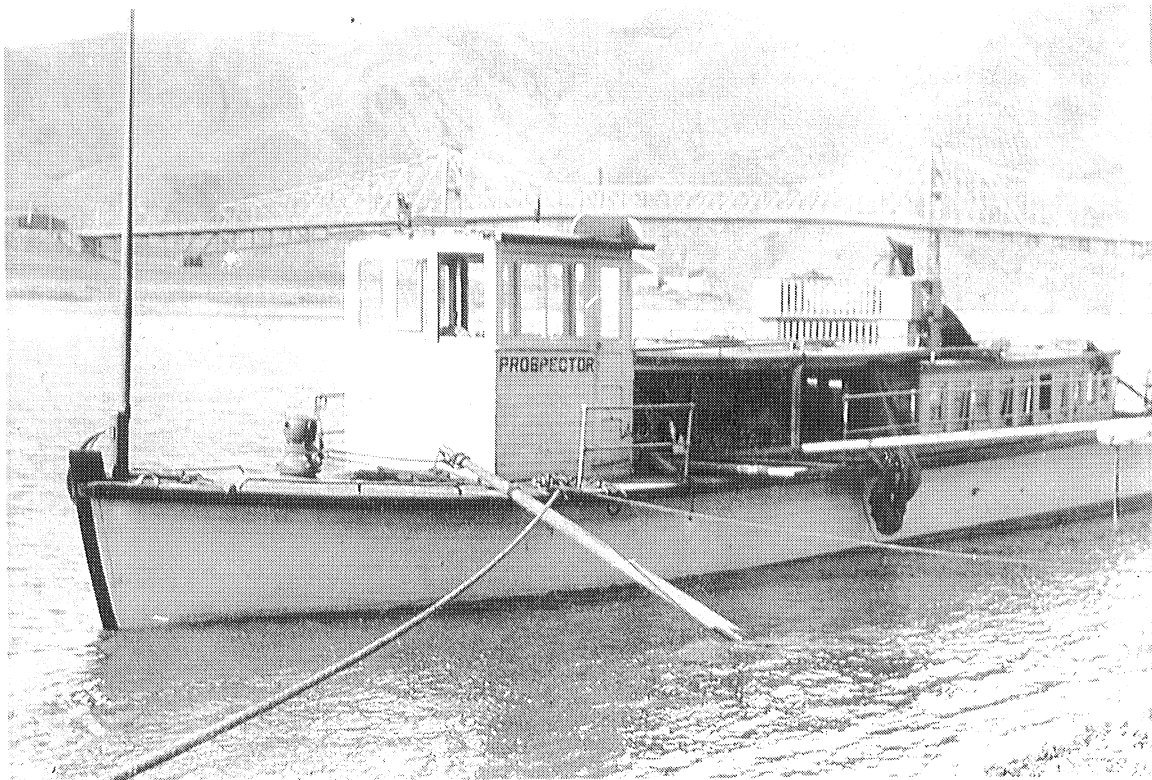
Somewhere beyond the head of Fisher Gulch, the party met the ambulance that took Neatha to the White Hospital in Lewiston. Joe told Doctor White that he gave Neatha moonshine as they traveled up the canyon. The doctor told Joe that was fine because it probably calmed Neatha's nerves. Neatha survived the rattlesnake bite with no ill effects.



Picture 2.1

The Steamboat Lewiston Docked Next to a Warehouse in Asotin

Workers are loading grain on board the Lewiston. In the early 1900s, various steamboats carried cargos on the Snake River. They, however, were underpowered, relatively large, and clumsy. They gradually disappeared from the Snake.



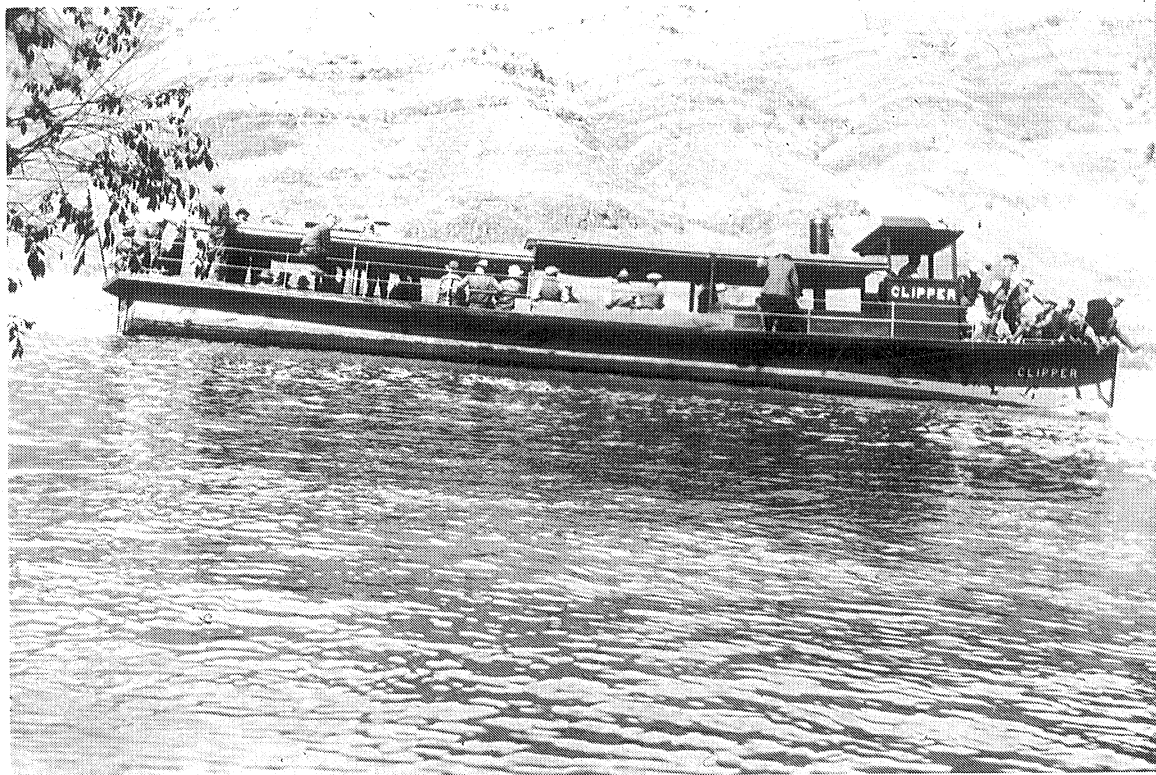
Picture 2.2

The Prospector at its Moorage on the Lewiston Side of the Snake River

Boats heading up the Snake River from Lewiston moored at or near this spot. The bridge between Clarkston and Lewiston is in the background.

The mailboat from Lewiston ran up the Snake River twice a week. Once a week, the boat went to Rogersburg and then returned. This boat began its journey from Lewiston at about 6 a.m. and stopped at Graham's Landing (just north of Couse Creek), Captain John, and Billy Creek before reaching Rogersburg at about 12:30 p.m. The boat then returned to Lewiston.

Once a week, the boat stopped at Rogersburg and then went on up the Snake. The mailboat made many stops: Cache Creek, Jim Creek, Dug Bar, and so on. It returned to Lewiston the next day.

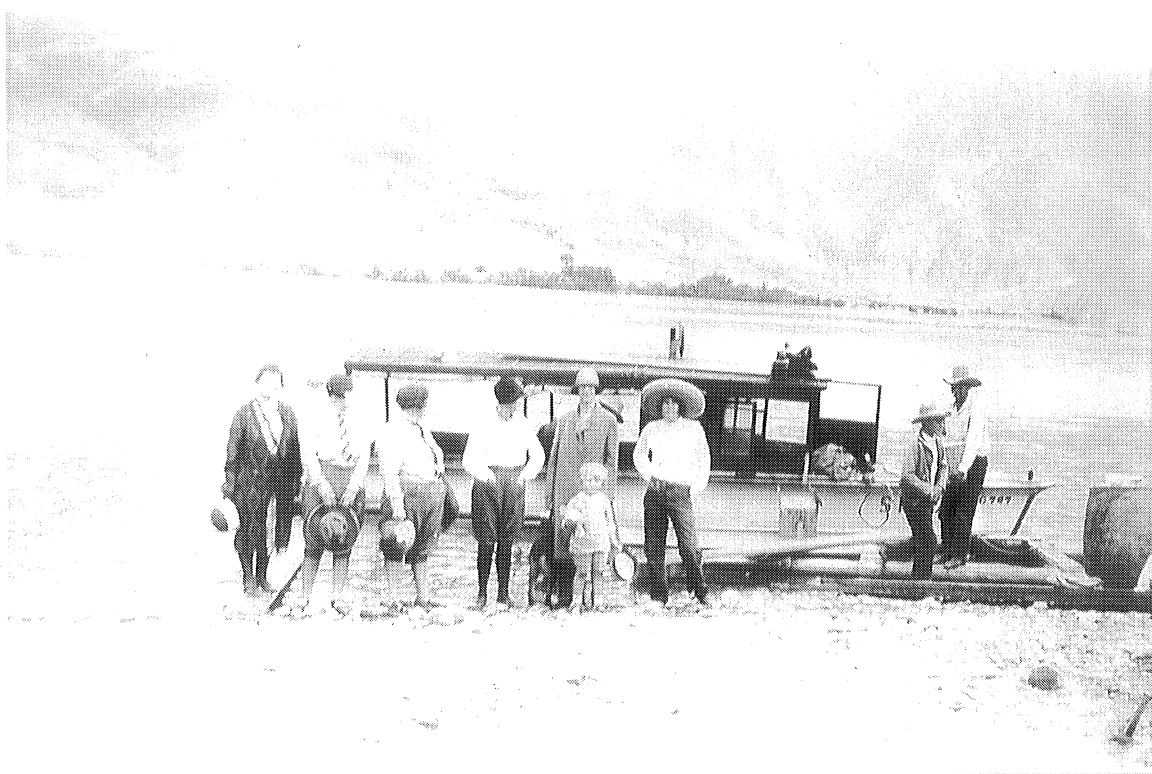


Picture 2.3

The Clipper on the Snake River

Ed McFarlane and A. M. Peterson built the Clipper which entered service on the Snake River in 1920. The Clipper was a dependable boat and plied the Snake River for many years.

Because the winters were cold, the larger boats had canvas curtains that they could unroll. Also, they had wood stoves.



Picture 2.4

Jim Chaffee's Boat at Rogersburg

Given what some of the women are wearing, this picture was probably taken in the 1920s. Jim Chaffee is standing on the extreme right. Nellie Chaffee, his wife, is standing on the extreme left. The tall woman with the white hat and youngster is probably Mildred Haberman. If it is, the youngster is probably one of Mildred's sons, Howard or Fred.



Picture 2.5

Ed McFarlane's boat, the Skippy, at Rogersburg

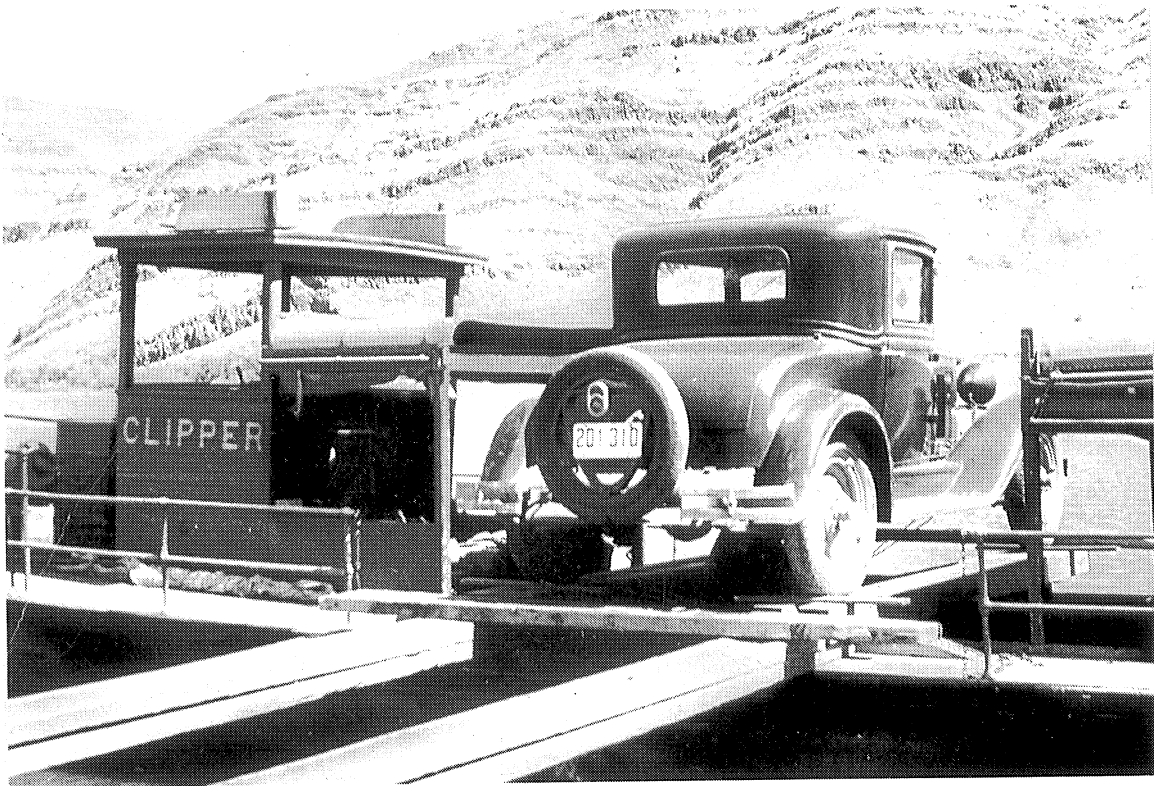
Boat captains who had the mail contract often used smaller boats for the run to Rogersburg and back because it was cheaper. Mary Hollaway Howerton is standing on the left and Betty Harsin Tippet is standing on the right.



Picture 2.6

Unloading Cargo from the Rainier at Rogersburg

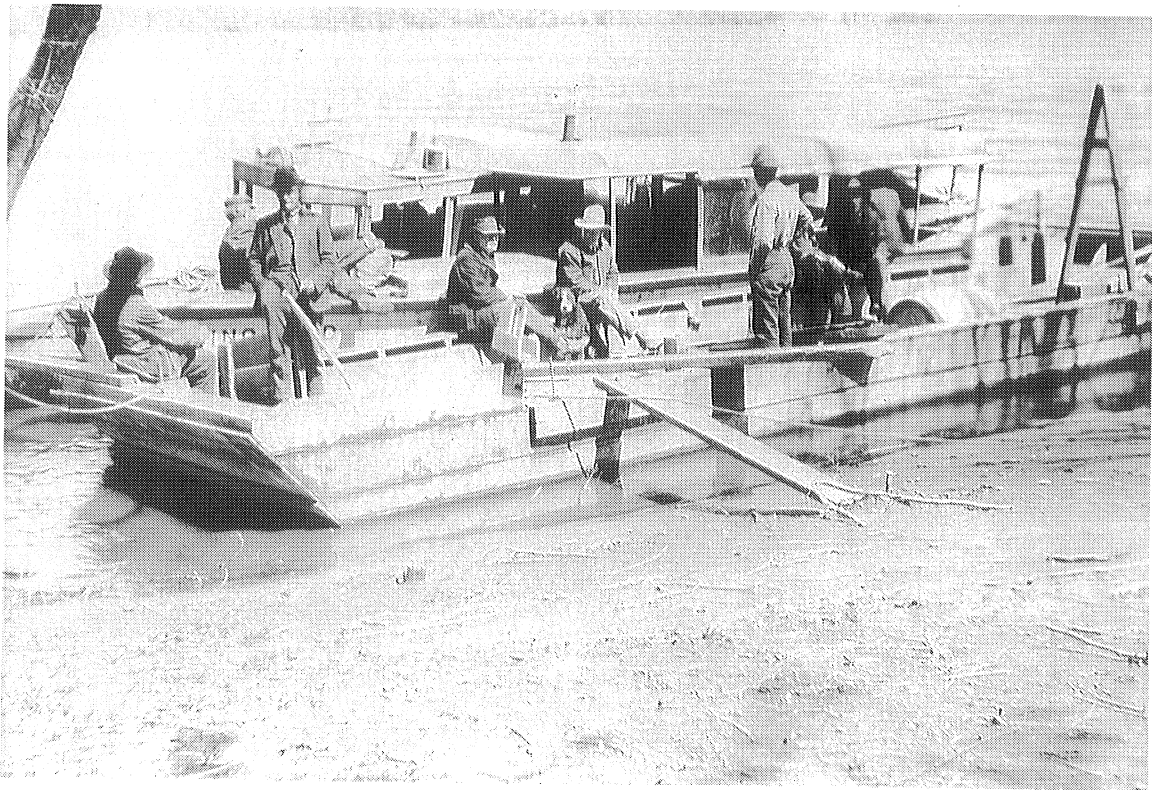
Boats on the Snake River typically carried passengers, mail, and cargo. Later, tourism became important. Kyle McGrady and Richard "Dick" Rivers built lodges up the Snake River.



Picture 2.7

Unloading Al and Dorothy Heimark's Car from the Clipper at Rogersburg

Prior to the completion of the road to the mouth of the Grande Ronde River and construction of the ferry at Rogersburg, there was a road of sorts from Rogersburg to the mouth of Joseph Creek and beyond.



Picture 2.8

Relaxing on the Snake River

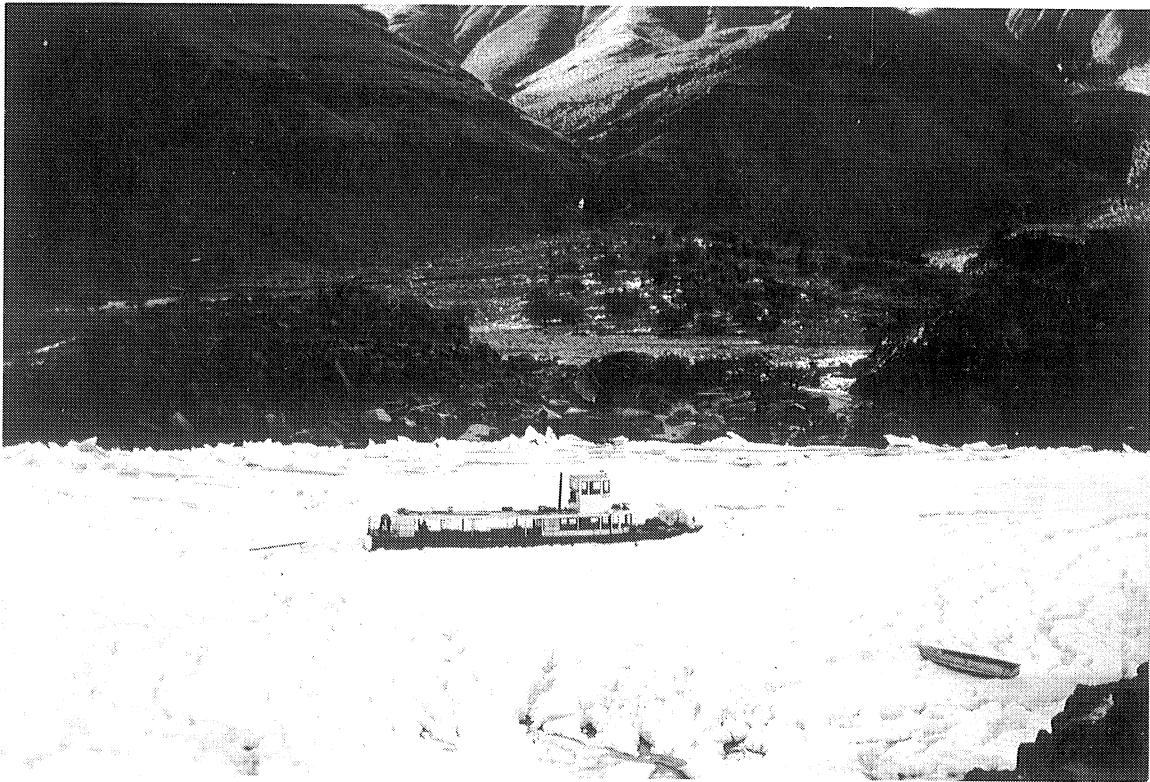
Pete Edgmand is sitting just to the right of the dog. Al Lemme is sitting just to the left. Ed McFarlane or Press Brewrink is sitting or lying just behind the man in the suit.



Picture 2.9

The Clipper and the Wool Trade

At the time this picture was taken, Jay Dobbin and Guy Huffman, as well as others, ran sheep on the Snake River. In the spring, the sheep were sheared. The wool was then placed in large sacks and shipped down the Snake River to Lewiston. Passengers often sat on the sacks during the journey.



Picture 2.10

The Florence Stuck in the Ice at Buffalo Eddy

Kyle McGrady's Florence was stuck in the ice for 33 days during the winter of 1948-49. Because the road to Rogersburg was completed in 1938, those who lived on lower Joseph Creek and the Grande Ronde River no longer rode the boat. Consequently, they were not inconvenienced. Those who lived on the Snake River above Rogersburg, however, were inconvenienced.

Before the ice jam broke up, people speculated as to what would happen to the boat when it was free from the ice. Some people predicted that the ice would crush or severely damage the boat. That did not happen. The boat merely floated free with no damage.



Picture 2.11

People Waiting at Captain John

In 1930, Joseph Bly died on Christmas day. Services were held several days later. Following the service, Pete, Birdie, and others needed to return home. Rather than waiting for the boat, they were driven to Captain John, the end of the road at that time. Most of the people in the picture are waiting for someone to bring horses from the ranch so that they can ride home. Clockwise, we see Anatha Bly, Esther Bly Day, Al Heimark, Bill Bly, Larry Andrews, Pete Edgmand, Bob Day, Millie Bly Andrews, Birdie Bly Edgmand, and Dorothy Day Heimark.



Picture 2.12

Picnic at the Head of Fisher Gulch

The mailboat traveled up the Snake only twice a week. Consequently, people often had a relatively long wait before they could catch a boat. To see friends and relatives more often, Pete, Birdie, Joe, Anatha, and others sometimes rode horseback from the ranch to the head of Fisher Gulch. Friends and relatives who lived in town drove to the head of Fisher Gulch. The two parties met there and picnicked. For those living at the Bly and Edgmand ranch, it was a long ride, at least a 22 miles roundtrip.

In the picture, Anatha Bly is the second youngster on the left. Lee and Glenara Andrews are standing to the right of the man sitting on the ground. Pete Edgmand is bending over with a ladle. Dorothy Day and her brother Bob Day are on the right.

CHAPTER 3

ROGERSBURG

A Brief Sketch

Rogersburg, named for George A. Rogers who had substantial land and mining interests in the area, is located on the south side of the Grande Ronde River at its mouth. (Rogers' biography appears on the next page.) In 1900, virtually no one lived there. Gradually, more people settled in the area. When regular boat service began on the Snake River about 1910, boats stopped there twice a week. These boats provided both passenger and mail service. Also, they delivered and picked up cargo.

In 1912, a post office was established at Rogersburg with Charles B. Brown as the first postmaster. Other postmasters followed: Edward Decker, Marion Jenks, Jim Chaffee, Rosalie Fields, William Crowe, Doris Sigler, Ellen Ebsen, and Roy McCoy. Mail service was discontinued for two short spells during 1912-1939. In 1938, the road was extended from Captain John to the mouth of the Grande Ronde and a ferry built to allow people to cross the Grande Ronde. With the construction, people could drive to Rogersburg and then up the Grande Ronde and beyond. In 1939, the Rogersburg post office was closed. Mail was then delivered by car from Asotin to homes in the area.

Marion Jenks was postmaster from September 21, 1922 to September 20, 1929. While postmaster, he had a sideline, making moonshine. His still was up a gulch just below Heller Bar. According to his patrons, he made an excellent moonshine. People paid about \$10 for a gallon of it.

Someone informed the law about his sideline. Consequently, his operation was raided and his still destroyed. Jenks was sent to prison. Some people say that his punishment was more severe because he was a federal employee. When he was released from prison, he returned to the area and moonshining.

In 1911, a school was opened in Rogersburg. At first, students were taught in a tent. A schoolhouse was then built on a flat bench above the town site. Starting in 1913, the school's teachers were: Grace Forbes, Marion Seaman, Julia Rogers, Jessie Wilson, Mae Bell, Ralph Fuller, Marion Thompson, Ruth Burkart, Dorothy Waters, and Mary Montague. In 1922, the Rogersburg School District was combined with the Bly-Joseph Creek District and the school at Rogersburg was closed.

George Rogers, Founder of Rogersburg

(Adapted from History of Southeast Washington, 1906)

Mr. (George A.) Rogers is the promoter of a new town on a favorable site near the mines he is operating on the Snake River, at the mouth of the Grande Ronde River.

He was born in Elgin County, Ontario, on March 31, 1864.

After moving to Asotin County in the early 1880s he took a pre-emption near Anatone and later a homestead. In addition to this he operated a steam shingle mill for some time and then moved to the town of Asotin, holding the office of deputy sheriff under J.L. Vincent. After this he took charge of the auditor's office for his brother, Scott.



In the fall of 1884 he opened an office for himself as notary public and general conveyancer. He took filings on government land and heard final proofs and did practically all the business in his line in the county. In 1887 he was elected probate judge of Asotin County and held the office until Washington became a state. He has always been a strong Republican and takes a lively interest in politics. Mr. Rogers owns considerable real estate and some very promising mines at the mouth of the Grande Ronde River in Asotin and Wallowa Counties.

Mr. Rogers has never seen fit to forsake the life of a bachelor for the uncertainties of matrimonial existence. He was raised under the influence of the Methodist Church and is a man of integrity and sound principles.

Rogersburg: The Celebration

On May 14, 1938, a large crowd that included people from at least six states gathered at Rogersburg to celebrate the completion of the road to the mouth of the Grande Ronde. Estimates of the number of persons in attendance varied. The Clarkston Herald reported that 1,000 people attended. The Lewiston Tribune and the Asotin County Sentinel reported that 600 attended. Both estimates far exceeded the initial expectation of 100.

Because the ferry at Rogersburg was not yet in place, people parked their automobiles on the north side of the Grande Ronde. (The Sentinel estimated that there were 250 automobiles parked there.) Then, several motorboats were used to carry people across the Grande Ronde.

During the day, there were horse, foot, and sack races. Riding Hootenanny, Anatha Bly won the horse race, or one of them. Some people took boat trips up the Snake and Grande Ronde Rivers. The Zimmerly Brothers offered people the opportunity to take short airplane rides. They used an improvised landing strip near the Post Office.

During the day, local ranchers barbecued a beef. Most of the visitors brought their lunches and supplemented them with barbecued beef and coffee.

Various people spoke, including Ben Weathers and some local county officials and businessmen.

Earlier, local ranchers had built an open-air dance pavilion. In the evening, local musicians played while people danced to their music. Some people danced all night.

Years later, Bob Weatherly wrote "And from first hand experience I can tell you when the people on the Grande Ronde and on Joseph Creek celebrate, they celebrate." (Valley American, February 10, 1988, p. 7)

Lewiston Tribune
May 14, 1938

Rogersburg To Celebrate New Highway Today

Lewiston, Clarkston and Asotin people plan to motor to Rogersburg today to share in the celebration of completion of the Asotin-Rogersburg road. Ben Weathers, Enterprise, will be toastmaster and Roscoe Green, Grouse flats, will be the speaker at the picnic.

The program includes a tug-of-war, races, squaw wrestling, novelty exhibitions and an excursion up the river on a motorboat piloted by Capt. Roy McCoy. The festivities will culminate in the evening with a dance at the pavilion recently constructed near the river.

Two motorboats will be stationed at the mouth of the Grand Ronde river to transport motorists across the stream to the town.

The Asotin-Rogersburg road, which has been flooded for three weeks, is now safe for car travel. Rogersburg is 30 miles south of Clarkston on a road that follows the west bank of the Snake river.

Lewiston Tribune
May 15, 1938

600 Celebrate At Rogersburg

Merrymakers At Hamlet To Observe Completion Of New River Highway

Rogersburg, May 14.—Rogersburg presented a gala appearance today as 600 people, the most that have ever been here at one time, celebrated the completion of the Asotin-Rogersburg road in a fete termed the Joseph creek centennial. Rogersburg residents, who had made plans to accommodate a crowd of about 100, were elated to welcome the merrymakers, most of whom were from Enterprise, Lewiston, Clarkston, Asotin, Dayton and the adjacent district.

Motorists reported the Clarkston-Rogersburg narrow road received its heaviest traffic since its completion. To most visitors, it was a new experience over a road which was completed two months ago by the WPA and county. The county, WPA, and Rogersburg residents have expended more than \$25,000 in completing the project after 13 years of effort.

Speak of Project

Most of the visitors brought their lunch which was supplemented by barbecued beef and coffee furnished by Rogersburg residents. Several speakers lauded the efforts of the Rogersburg ranchers and the county and WPA for completing a road which will open an extensive livestock district. Among the speakers were Roscoe Greene, Asotin county commissioner, Grouse flats; Ben Weathers, Enterprise, and county officials and leading business men of Lewiston, Clarkston, Asotin, Enterprise and Dayton.

The late afternoon was enlivened with old-fashioned horse racing, children's races and novelty contests. Scores of the visitors went on short motorboat excursions up the Grand Ronde as far as Joseph creek and up the Snake river.

Five motorboats were stationed at the mouth of the Grand Ronde to transport the festival visitors across the stream to the town. A Zimmerly brothers plane furnished air rides, the plane using an improvised field near the postoffice.

The festivities culminated tonight with a dance at a pavilion constructed near the Grand Ronde river.

Rogersburg Host To 1000 People

The Joseph Creek Centennial held at Rogersburg Saturday drew some 1000 people celebrating the 100th anniversary of the coming of the white settlers to the Grande Ronde River, and the completion of the river level county road from Clarkston to Rogersburg. There were some 150 to 175 cars parked on the south bank of the Grande Ronde about 3 o'clock when the Herald's eyewitness returned to Clarkston and more cars were arriving. It being estimated that some 250 cars made the trip.

Hospitality reigned supreme and the Herald's reporter stated that it was the first celebration he ever attended where everything was free. There were free eats, free dancing, free boat rides and refreshments.

Commissioner Roscoe M. Greene of Troy, Oregon, member of the Asotin County, Washington board of county commissioners, delivered the chief address and spoke of the last frontier being penetrated by the new deal bringing good roads and highways to the people of the last frontier in the fastnesses of the mountains of southeastern Washington. Commissioner Greene lives in the southwest part of Asotin County and stated that it has been a pleasure to live until the time when he can travel from his ranch entirely on Asotin County roads the year around without having to go 234 miles around via Enterprise, LaGrande, Oregon and Walla Walla, Washington, and that he hoped that he would see the time when all these river level county roads will all be made into four-lane primary state highways.

There was a delegation from Enterprise, Oregon, which came in by way of Cold Springs and down Joseph Creek to Rogersburg. The delegation was headed by Ben Weathers, who acted as toastmaster of the banquet.

Road Celebration Great Success

A crowd of some six hundred people made the hills about the Grande Ronde vibrate with the noise and laughter of festivity, Saturday, the fourteenth, as Rogersburg played host to her neighbors and celebrated the completion of the Asotin-Rogersburg Road, along the Snake River. Hoping to have at least a hundred guests, Rogersburg was elated to be able to welcome six times that many.

The jolly "doins" started at one in the afternoon, and lasted clear into the sunny morning, Sunday. There were races of all sorts, speeches by many important citizens of all the surrounding country, and an all night dance in the new pavilion. There were motor boat excursions up the two rivers, and air rides on a Zimmerly Brothers' plane.

While the guests brought picnic lunches with them, Rogersburg supplied them generously with barbecued beef and coffee. With hospitality like that, the narrow little road, taxed to the utmost Sunday, will have greater traffic in the future.

Rogersburg Dance

Such a good time was had at the celebration May 14, that another dance will be held at Rogersburg, May 28.

People from near and far promise to be there. Boats will be available for crossing the Grande Ronde river.

Lunch will be served by the ladies of the community.

The following is an article about the 1938 Rogersburg Celebration that appeared in the Enterprise Record Chieftain, May 19, 1938.

Canyon Picnic Draws Crowd

Rogersburg Centennial Is In Honor Of First Auto Roads

In the last six months two roads have been built to Rogersburg, at the junction of the Snake and the Grande Ronde rivers, where none ever ran before. The event was celebrated in a picnic Saturday and it was called the centenary celebration, because the first white man, Capt. Bonneville, passed that way a little more than a century ago. To be exact, it is 104 years since the captain and his little band viewed the Imnaha canyon and explored the wild course of Snake river.

But the two new roads are the important facts today. Wallowa county graded one down to Cottonwood and Horse creeks from Cold Springs and the Snake river ridge last fall, making the distance 77 or 78 miles between Rogersburg and Enterprise. The other was built during the winter by Asotin county, along the bank of Snake river south to the mouth of Grande Ronde.

There were some 600 persons at the picnic Saturday and most of them went by the Asotin county road and were ferried across the Grande Ronde to Rogersburg by launches chartered for the day by the Joseph creek celebration committee. Others reached the picnic by driving down the long grade out of Wallowa county, and some made it across country horseback.

It was amazing where so many people came from and how they got there. But the hundred parked cars on the flat across the river from Rogersburg and the score on the south side of the river accounted for most of the travelers. The picnic ground was a prettily shaded flat immediately on the water's edge, with great rivers flowing past and the huge cliffs of the canyon rising on all sides. Everything was bright green, grass and foliage and occasional small fields, and the temperature was perfect.

All Get Acquainted

Many of the picnickers were not acquainted beforehand, but it was such a cheerful, cordial, friendly gathering of the best people in the west that they all felt they knew each other before they had been together long. The committee had provided ample lunch tables in the grove, and shortly after noon a truck arrived from Lewiston, with a trailer in which was loaded a roasted steer provided by Joseph creek residents, along with bread, and cups and plates. Most of the family or neighborhood groups had brought their own dinners, but this did not stop them from taking a few slices of the wonderful roast beef, and enjoying hot coffee.

Following the percent of all well ordered community picnics, the crowd was gathered at the dancing floor after dinner had been eaten and Jidge Tippettt announced that Garnet D. Best would be master of ceremonies, and he introduced a dozen speakers, who were called without warning and were correspondingly informal and brief. First came Mrs. Mildred Haberman who gave the historical background of the centenary in the neatest talk of the afternoon.

Speakers from Several Counties

Arthur M. Pace responded for Wallowa county. R. H. Prater, Grant Low and E. A. Holman, the three commissioners of Columbia county, Washington, were there and all did their turn, as did Cecil Laugherty, county auditor. Cub Winnett, county engineer, also was there.

Senator Roup of the district consisting of Asotin, Columbia and Garfield counties, spoke, as did Al Dick and Roscoe Greene, Asotin county commissioners and Sheriff Will Patterson of Garfield county. While Jidge Tippettt was introduced, very properly, as the organizing genius of the picnic and the dynamo which furnished energy to put it on, he disclaimed any particular credit and wanted it to be known that every resident of the canyon neighborhood had done his part, and even the beef was a joint offering.

Races and sports followed and the evening was enlivened with dancing.

Some Personal Mention

Mr. and Mrs. John O. McFetridge and Mr. and Mrs. Lawrence Pratt formed a party which drove down, and set up a tent on the shore of the Grande Ronde river and remained over for the outing and the day of fishing in canyon streams. They helped feed some of the hungry Wallowa county contingent, including the county agent and the editor, who were not above patronizing all their friends.

Arthur Pace and family drove to Lewiston and then drove to Rogersburg Saturday morning. They took five pounds of Swiss cheese and as much American cheese from Enterprise and a gallon of pickles from Lewiston, as their contribution to the common pot.

Some of the travelers from Wallowa valley stopped, going or coming, at Jack Tippettt's summer camp at Thomason meadows, as is the custom of the country. Mr. and Mrs. Tippettt spent the day at the picnic, taking down a load of wood by mistake, and then hauling it back as ballast. Everybody was too tired Saturday night even to play pinochle.

Others Go To Picnic

Wendell Burleigh and family were on hand from Crow creek and the two small girls did their best to enliven the horse races.

Jake Berland and wife went from Paradise, which is not so far from Rogersburg, but is on top of the hill.

Bob Tippet, who is in high school at Enterprise, went home for the day and started back to town immediately after the dance, arriving in the middle of Sunday forenoon.

Several parties drove to the canyon Saturday evening for the dance.

END



Picture 3.1

Rogersburg

This is an early view of Rogersburg from the hill north of the Grande Ronde River.



Picture 3.2

Waiting for the Boat

On this day in June 1920, Joe Bly and Addie Case took the boat to Lewiston to be married. They then homesteaded up Bradley Gulch. Several years later, Addie died shortly after giving birth to Anatha. Joe never returned to the homestead. Pete went to the cabin and removed Joe and Addie's possessions. Joe sold the cabin to Jidge who moved it to the mouth of Bradley Gulch. He sold the land to Rudolf Haberman.

In the picture, Pete Edgmand is the third person from the right. Mary Rogers, one of Joseph and Alma Bly's granddaughters, is the second person from the right.



Picture 3.3

Starting Home from Rogersburg

Jim Chaffee, Nellie Chaffee, Esther Bly Day, and Joe Bly are starting home from Rogersburg after picking up mail and supplies. At the time, Jim and Nellie had a home at the mouth of Joseph Creek. Esther and her husband lived just south of Joseph Creek near the mouth of Cottonwood Creek.



Picture 3.4

One of the Homes at Rogersburg

Jim and Nellie Chaffee, Ida Burleigh, Pete Edgmand, Ellen and Paula Ebsen, Jessie and Jidge Tippet, Betty Harsin Tippet, Birdie Edgmand, and Mary Hollaway Howerton are standing in front of the Crowe House. It is called the Crowe House because Dean Crowe and his son, Bill Crowe, owned it along with almost 4,800 acres of land along the Snake and Grande Ronde Rivers and thousands of sheep.

Dean Crowe rarely visited Rogersburg, but Bill Crowe moved there in 1933 to manage the sheep operation. While staying in Rogersburg, he lived in the Crowe House and used it as the headquarters for the sheep operation. About 1937, Bill left Rogersburg to take over a newspaper in California. About that time, he started leasing the land. In 1944 or 1945, Bill sold the land to Jidge Tippet.

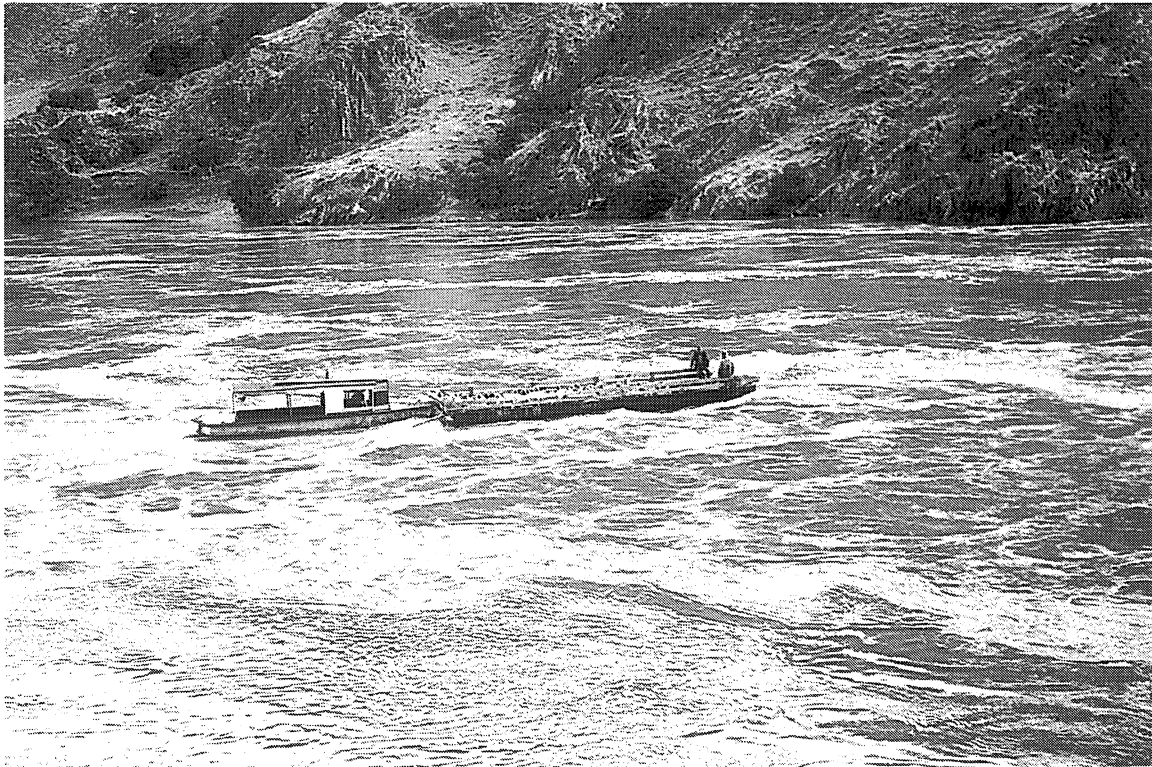


Picture 3.5

Barging Sheep Across the Snake River 1

Dean and Bill Crowe's company, the Washington and Idaho Livestock and Land Company (WILLCO), had a high country grazing permit to run their sheep in Idaho's Clearwater National Forest. Consequently, the sheep had to be barged across the Snake River twice a year. In the spring or early summer, they were barged across the Snake to the Idaho side of the river. In the fall, they were barged across the Snake to the Washington side.

This picture, taken a short distance up the Snake River from Rogersburg in 1933, shows the barge just leaving the Washington bank with a load of sheep.



Picture 3.6

Barging Sheep Across the Snake River 2

The barge, loaded with sheep, is crossing the Snake River to the Idaho side of the river. Please note that the boat is pushing the barge. To barge thousands of sheep across the river was no easy task.

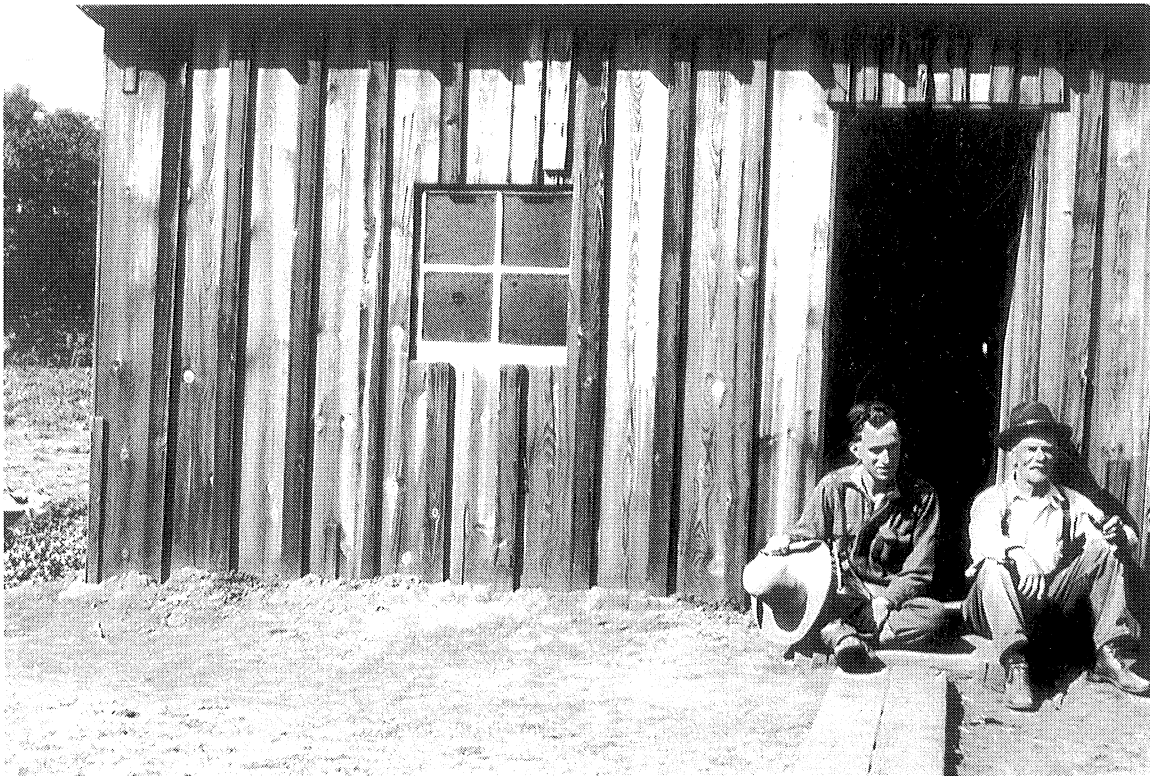


Picture 3.7

Two Buildings at Rogersburg

The building on the right was a combination store and post office. The back of this building was made of cement or concrete and was built against the hill. Although this building has been gone for many years, the cement wall is still visible.

The building on the left was a home to various families over the years, including Jim and Nellie Chaffee. The postmaster usually lived there.

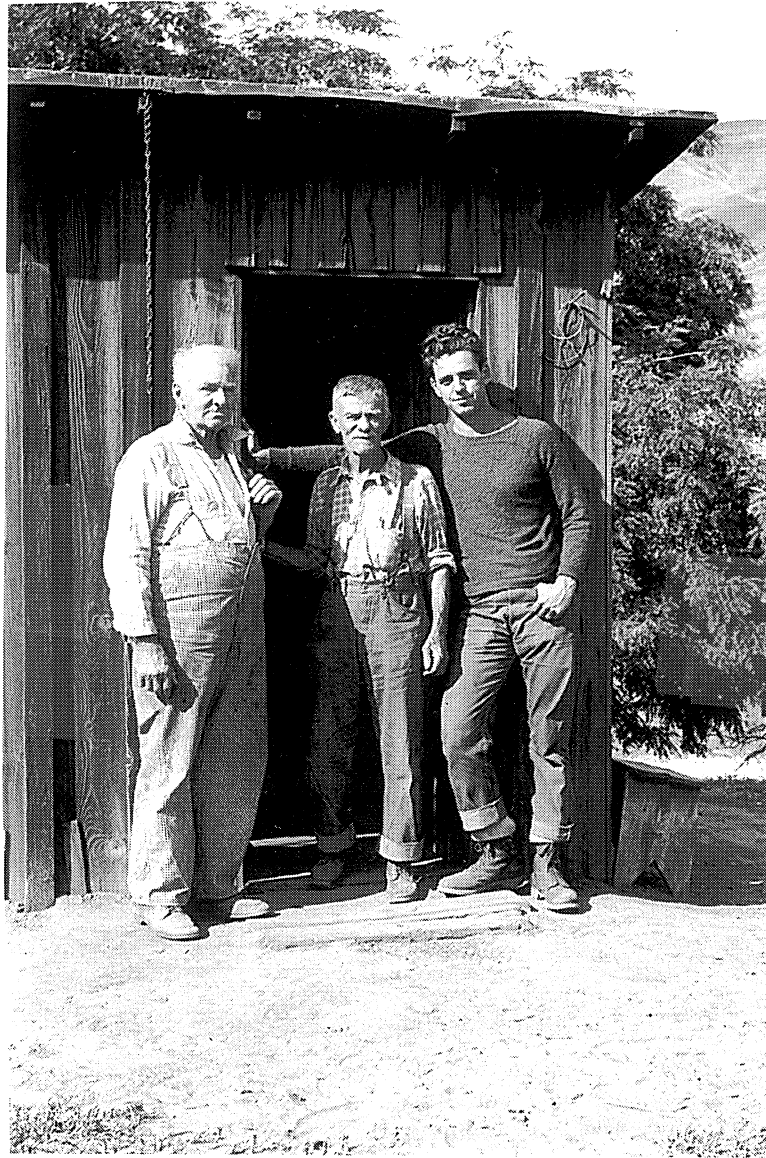


Picture 3.8

Joe Bly and Al Lemme at Al's Cabin

Joe Bly is on the left. Al Lemme, sometimes referred to as the mayor of Rogersburg, is on the right. At one time, Al had a homestead near the mouth of Road Gulch and a still up Cougar Gulch. Later, he lived in a cabin at Rogersburg and sold moonshine from it.

One time, Pete and Birdie Edgmand were staying at the Horse Creek ranch house. Birdie walked upstairs and found a large quantity of sugar. She was upset because she thought Pete and Joe had started making moonshine. They assured her that they were only storing the sugar for Al Lemme.



Picture 3.9

Bill Stanton, Al Lemme, and Bill Crowe at Al's Cabin: 1933

In 1933, Bill Crowe went directly from college to Rogersburg. He soon met two of the local citizens.



Figure 3.10

Telephone Poles at Rogersburg

Many years ago, Dobbin and Huffman built a telephone system of sorts up the Snake River to communicate with their workers. The telephone line started at Cherry Creek, then went on to Jim Creek and Cache Creek. From Cache Creek, it went to the Madden place which was across the river from Cache Creek. From there, it went to Rogersburg, Billy Creek, Captain John, and Oxil Hendrickson's place, and finally to Asotin. At Rogersburg, the telephone was in the Crowe House.

Although the telephone system, similar to the one at Cold Springs, often failed to work, it proved very useful at times. For instance, Biden Tippet's wife Betty cut her arm badly at their ranch on Jim Creek. Using the telephone, Biden was able to get a plane to fly to their place and then fly Betty to Lewiston where she received medical treatment.

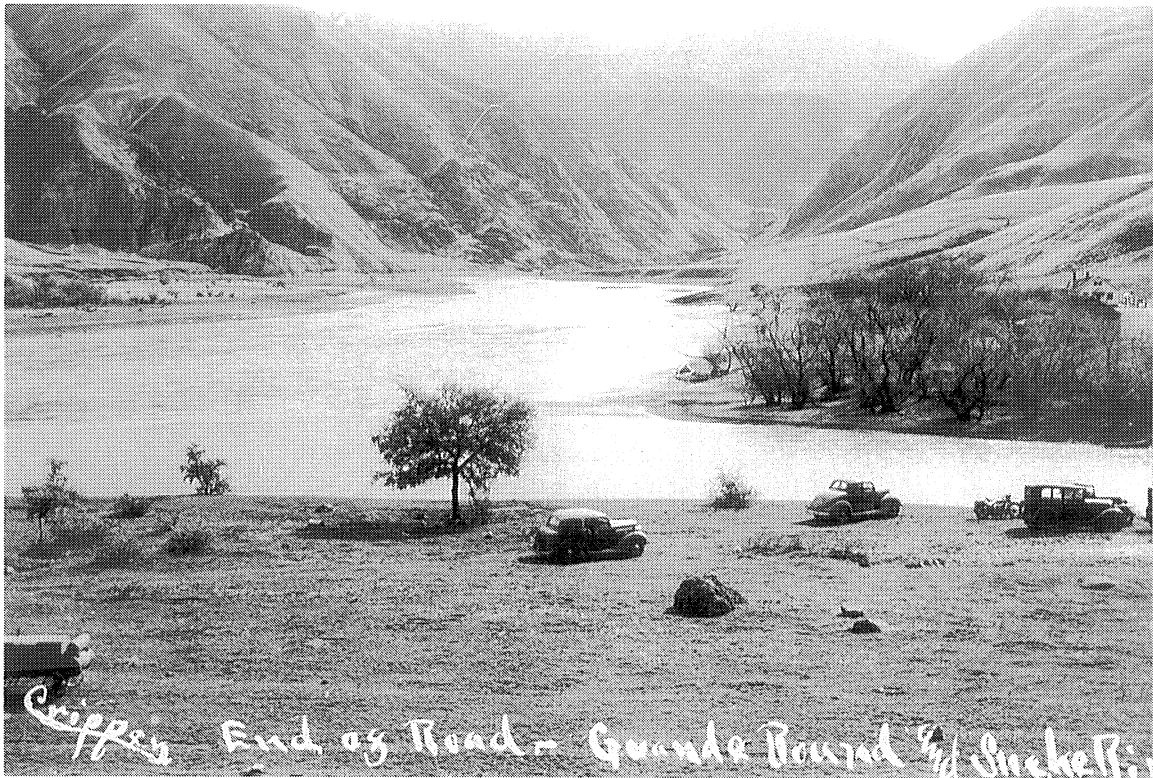


Picture 3.11

A Gathering at Rogersburg

Because of its connections to the outside world, people often gathered at Rogersburg to meet the mailboat or take it to Lewiston.

This picture was taken at Rogersburg in 1938 or somewhat earlier. In the back row, the 1st person on the left is Larry Andrews, the 2nd is Al Lemme, the 4th is Al Heimark, the 5th is Jidge Tippet, the 7th is Stuart Day, the 10th is Pete Edgmand, the 14th is Dorothy Day Heimark, the 16th is Ellen Ebsen, and the 19th is Joe Ebsen. The youngster standing on the left between the rows is Bob Tippet. In the front row, the 1st person on the left is Millie Bly Andrews, the 2nd person is Birdie Edgmand, the 4th person is Jessie Tippet, and the 6th person is Alma Bly.



Picture 3.12

The End of the Road

In 1938, the road from Asotin finally reached the mouth of the Grande Ronde River. On May 14th, a large celebration took place at Rogersburg to mark the event.



Picture 3.13

The Celebration at Rogersburg

Part of the celebration's large crowd appears here. The warehouse at Rogersburg and Al Lemme's cabin appear in the background.



Picture 3.14

Rogersburg in 2011

Joe Rivers took this picture from the top of Lime Point in June 2011. At the time, the Snake River was very high, almost covering the road in several places. Note that the Grande Ronde River is muddy.

More people live at Rogersburg today than at any time in its history.

CHAPTER 4

FERRIES, BASKET, AND THE GRANDE RONDE RIVER BRIDGE

Ferries

After the road from Captain John was extended to the mouth of the Grande Ronde, the next step was to construct a ferry to provide people with a way to cross the river. In July 1938, the Asotin County Commissioners authorized Roy McCoy to build a ferry and put it into service.

In August 1938, the ferry was completed. The County Commissioners approved an initial fee schedule: sheep per head—one cent, cattle and horses per head—five cents, cars and pickups 5,000 pounds or less—50 cents one way or roundtrip the same day—75 cents, pedestrians—25 cents with 10 cents for each additional person, and horse and rider—30 cents.

The ferry, operated by McCoy, made its first trip on Sunday, August 28, 1938. During the ferry's first year of service, it hauled 2,000 cars across the river. While this number of cars seems high, it was only 5.5 cars per day. At that time, more ranchers lived in the area. Also, curiosity seekers and hunters added to the traffic. Finally, the mailman made two roundtrips per week.

The location of the ferry at Rogersburg had an important drawback. Silt accumulated there. When the river was relatively high, the silt did not interfere with the ferry's operation. When the water was low in the late summer and fall, however, the ferry had difficulty operating. As a consequence, the ferry was moved several miles upstream to the Zindel Place.

The Zindel Place was named after Martin Zindel who homesteaded there in 1895. While living there, Zindel built and operated a ferry. In 1903, a sudden rise in the river took out the ferry. It floated down the Grande Ronde and Snake Rivers until H. J. Earl recovered it at Buffalo Eddy.

In 1911, Zindel sold his place to C. B. Brown who moved the ferry to Rogersburg. In 1915, Brown sold his place to Edward Decker who dismantled the ferry and sold the cable and iron.

ASOTIN COUNTY SENTINEL

JULY 15, 1938

Will Build Ferry At Rogersburg

J. R. MCCOY TO CONSTRUCT AND
OPERATE FERRY—WILL OPEN
JOSEPH CREEK COUNTRY

The Asotin County Commissioners have entered into a deal with J. R. McCoy whereby he is to build a ferry across the Grande Ronde River, at Rogersburg, thus affording the Joseph Creek Valley people access to the outside world.

Mr. McCoy expects to complete this ferry in about two weeks, after which the commissioners will determine the fees and the daily schedule of trips to be made, and appoint a competent man to operate it.

Picnicks at Rogersburg

Rogersburg was a popular place Sunday. The Bly and Edgmand family and Mrs. Dorothy Hiemark and daughter picnicked there with Mr. and Mrs. Orville Appleford and family of Montgomery Ridge; Mr. and Mrs. Merle Graham and daughter, and Mr. and Mrs. Larry Andrews and family of Clarkston. Mrs. Lorene Spangler and Betty, Barbara, Biden and Doug Tippet drove to the "city" earlier in the day.

Ride For Cattle

Joe Bly, Ralph Tippet, and Jidge Tippet and sons, Jack, Bob and Doug are riding at Cold Springs this week. Anatha Bly and Barbara Tippet will go up Wednesday and help the men ride for a day or two.

Rogersburg Briefs

Mr. and Mrs. Melvin Scoggins and Mr. Scoggin's mother drove to Rogersburg Saturday. Alberta Calwell returned with them. She plans to stay with Mrs. Scoggins at Central Ferry, while Melvin is harvesting.

Mr. and Mrs. J. H. Tippet drove to Enterprise Saturday evening. They attended the road picnic at Troy Sunday. When they returned, they brought Mrs. Effie Tippet, Jidge's mother, who will visit a few days at the ranch.

Jidge Tippet rode at Fisher Bar last Friday and Saturday. While down the river, he visited Blanche Appleford of Montgomery Ridge. Jack and Bob were riding at Fisher again Sunday.

Mrs. Al Hiemark returned to Spokane last Saturday. Mrs. Hiemark and Patsy will remain on the creek for awhile before going to Spokane to be with Al.

Mrs. R. L. Fields of Anatone visited at the Tippet home Thursday and Friday. She returned to Asotin Friday afternoon with Earl Kummer, who had been inspecting land on Joseph creek.

Mr. and Mrs. R. J. Haberman and son Freddie, Marjorie Cole, Kenny and friends picnicked on Cottonwood creek Sunday.

Pete Edgmand, Joe Bly and Ralph Tippet made a business trip to Enterprise Monday.

Former school mates of Mrs. Esther Day visited at the Day home a few days last week.

Roy Swanson, who has been employed at the Tippet ranch, returned Saturday to his home in Clarkston.

Joe Ebsen took his small daughter, Paula to the mountains with him when they went, the first of the week.

The First Grande Ronde River Bridge

In January 1947, Asotin County Commissioners purchased an army-surplus Bailey bridge. It was 200 feet long and made of steel. After the bridge was installed a short distance above the ferry landing at the Zindel Place, local ranchers were pleased. They could now drive to Asotin without relying on the ferry.

The new bridge was a great convenience to local ranchers. Unfortunately, an ice jam on February 18, 1949 severely damaged the bridge and moved it about 500 feet downstream. Because the ferry was gone, there was no way for people and cars to cross the Grande Ronde for a time.

The Basket

To at least allow people to cross the river, a small wooden basket was attached to the old ferry cable. People would board the basket. Gravity would take the basket to about the center of the river. With the use of a rope, people in the basket could pull it the rest of the way to the other side of the river.

The arrangement was unsatisfactory. There was no way for automobiles to cross the river. Also, because the basket was small, there was no satisfactory way to transport bulky cargos across the river. The Tippet family, for instance, had to move large quantities of hay across the river. As small as the basket was, moving large amounts of hay was a big and time-consuming job.

Subsequent Bridges

In 1951, another bridge, actually a reconstruction of the initial bridge, was put into place at the original bridge site. Some time after the ice jam had occurred, the remnants of the bridge were removed from the river. (Dick Rivers had the contract to remove the bridge.) The Asotin County Commissioners decided to reconstruct the old bridge to make the new one. Some of the girders were too badly twisted to be used. Consequently, there was only one row of girders and braces along the sides of the bridge. In the initial bridge, there had been two rows. (Compare the reconstructed bridge in Picture 4.10 with the initial bridge in Pictures 4.6 and 4.7.)

Grand Ronde Ice Jam Grinds, Roars, Stops

The twisting Grand Ronde river spat a 1½ mile ice jam into the Snake river at Rogersberg yesterday, and residents who dwell on the banks of the smaller stream were thankful last night that the grinding white mountain has passed them by.

It carried away a 200-foot bridge at Rogersberg, propelled a cabin with two women in it 200 yards, destroyed a ranch cook house and sent water coursing through the streets of Troy, Ore.

The jam, 10 feet high and 150 feet wide, formed at Troy late Thursday evening. As it grew in size, water was squeezed from the Grand Ronde and squirted on Troy. Water at Troy was receding last night. It was 2 feet deep in the streets yesterday morning.

The jam came to rest at 9:30 a.m. at Captain John, 23 miles south of Lewiston, and one mile south of where Riverman Kyle McGrady is stranded in his packet, the Florence. It stretches south to Billy creek. From Troy to Captain John by water is approximately 34 miles.

Pack Stops Jam

The ice pack at Buffalo eddy, where McGrady is stranded, stopped the roaring mass of ice dead in its tracks at 9:30 yesterday morning. The Florence "jumped about 5 feet" when the collision occurred, according to Billy DeVault, Lewiston, a McGrady crewman. The Florence, now resting on top of the ice pack, her propellers out of the water, was still stationary last night.

McGrady assured his wife at Clarkston via carrier pigeon yesterday that he feels sure the jam will not crush the Florence. The road to Buffalo eddy is washed out 16 miles south of Clarkston. Travelers who ventured further yesterday went on foot.

"A great majority of the ice is being sucked under the quarter-mile pack south of the Florence," one observer said last night. "It is not more than 5 feet high on the south side, and big chunks are continually breaking off and being drawn under the pack to pop up on the other side."

Harry Clark, Clarkston, Asotin county commissioner, who walked from the washout to Buffalo eddy yesterday, estimated last night that McGrady has a 50-50 chance of escaping the ice today. He has been trapped since Dec. 29.

Clark predicted a continued rain will further sap the strength of the 100 feet of ice on the north side of the Florence. Once the slush is dissipated, the packet can settle into the water and return to its berth at Lewiston.

Speed Is Slow

Roy Floch, Anatone, estimated the speed of the ponderous mountain at two miles an hour in the Grand Ronde yesterday. It would move slightly faster in the Snake.

When it came to rest at Captain John, the jam showed evidence of the havoc it had wrecked. Logs, brush and parts of the Rogersberg bridge were protruding from the jagged chunks of ice. Occasionally a slight movement would pitch a log or timber into the air. It would fall back between the massive white jaws to be broken like a match stick.

Floch gave credit for flashing the word of the traveling jam to Russell Boggan, rancher. Boggan, who lives four miles west of where the Chief Joseph trail bridge across the stream 13 miles south of Anatone, called his neighbors, Wayland Bezona, W. F. Fleser and his brother Carol Boggan. Ranchers, a far-away roar ringing in their ears, drove stock from the banks. Bezona, standing in 4 feet of water coursing through his home, called Floch at 7 a.m.

After leaving the Chief Joseph Trail bridge, the jam traveled another 10 miles to Rogersberg. All damage done in this area is not known. It is relatively isolated, Floch said. Joe Ebsen, Asotin, whose ranch is 4 miles west of Rogersberg, said his cookhouse was destroyed. Ebsen and Richard Rivers, Asotin, asserted the Rogersberg bridge was carried away.

This reconstructed bridge was in use until it was replaced in 1983. In that year, the current bridge, a two-lane concrete and steel structure, was built. Because it is a very wide bridge, even two large trucks could pass each other on it.

Other Problems

With the extension of the road to the mouth of the Grande Ronde and operation of the ferry, people living on lower Joseph Creek were able to drive to town. To be sure, there were problems associated with the operation of the ferry and later the initial bridge across the Grande Ronde was taken out by an ice jam.

There were at least two other problems. For one, the Snake River rose in the spring, often flooding low spots in the road and preventing travel on the road. For another, water spouts down Fisher Gulch sometimes washed out the road or covered it with rocks and mud.



Picture 4.1

The Ferry at Rogersburg

The ferry is on the north side of the Grande Ronde. The road to the ferry dock on the south side is clearly visible along with several buildings. On the ferry, Pete Edgmand is standing next to his sister Hazel who was married to Joe Camilo. Hazel and Joe lived in San Diego. They had three children: Maurice, Joann, and Barbara. Maurice and Joann (the older sister) appear in the picture. The two women standing on the left are some of Hazel's friends. Harv Parsley is standing on the right. He was operating the ferry at the time.

The person charged with running the ferry lived in a cabin on the south side of the river. At night, he sometimes had difficulty hearing anyone on the other side of the river calling for the ferry. On at least two occasions, someone had to swim the river to get his attention. Barbara Tippet, the younger daughter of Jidge and Jessie Tippet, swam the river. On another occasion, Frank Rogers swam the river. Perhaps others did as well.



Picture 4.2

The Ferry at Rogersburg: 1940

The ferry is on the south side of the Grande Ronde. The road to the ferry dock on the north side is clearly visible. The ferry was capable of carrying two automobiles at one time. Pete, Birdie, and Mike Edgmand are standing on the right. The person operating the ferry is in front on the left. The person in back is Verl Huffman. Surprisingly, his automobile was a car, not a pickup.

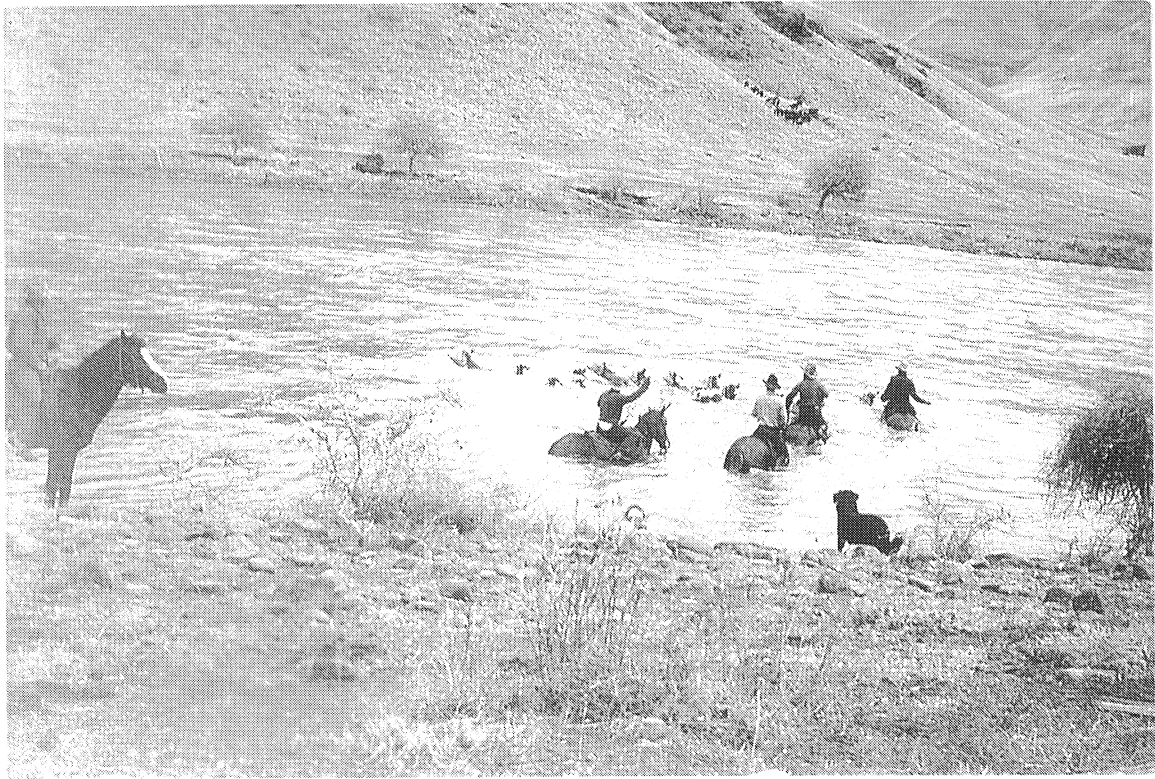


Picture 4.3

Walter Bly and the Ferry: 1944

Walter Bly, standing on the left, ran the ferry at Rogersburg for a time and then ran it after it was moved to the Zindel Place. In back, we see Merle Bly, his wife Wilma, Walter's wife Gladys, and Oscar "Tike" Bly. In front, we see Sylvia Day, Janice Clayton (Wilma's daughter by a previous marriage), and Margaret Day.

Walter was one of the last persons to operate the ferry on the lower Grande Ronde River. Frank Ledford, however, was probably the last. Others included Roy McCoy, Harv Parsley, Fred Sanders, and Ron McCauley.



Picture 4.4

Fording the Grande Ronde During High Water: 1930

Here, cowhands are driving cattle across the Grande Ronde River at the Zindel Place. Notice how high the river is. Pete Edgmand is horseback on the bank. The other riders are Unknown, Ralph Tippet, Joe Bly and Unknown. Before the cattle and riders finish crossing the river, both the cattle and horses will be swimming. When people learned that cowhands were going to move cattle across the river during high water, they would often go to the Zindel Place to watch them cross.

On another occasion, Joe and Pete were crossing the Grande Ronde with seven or eight bulls. Both the bulls and horses were swimming nicely. Suddenly, one of the bulls died and turned up on its side. The bull then floated downstream, landing on the island below the ferry site.

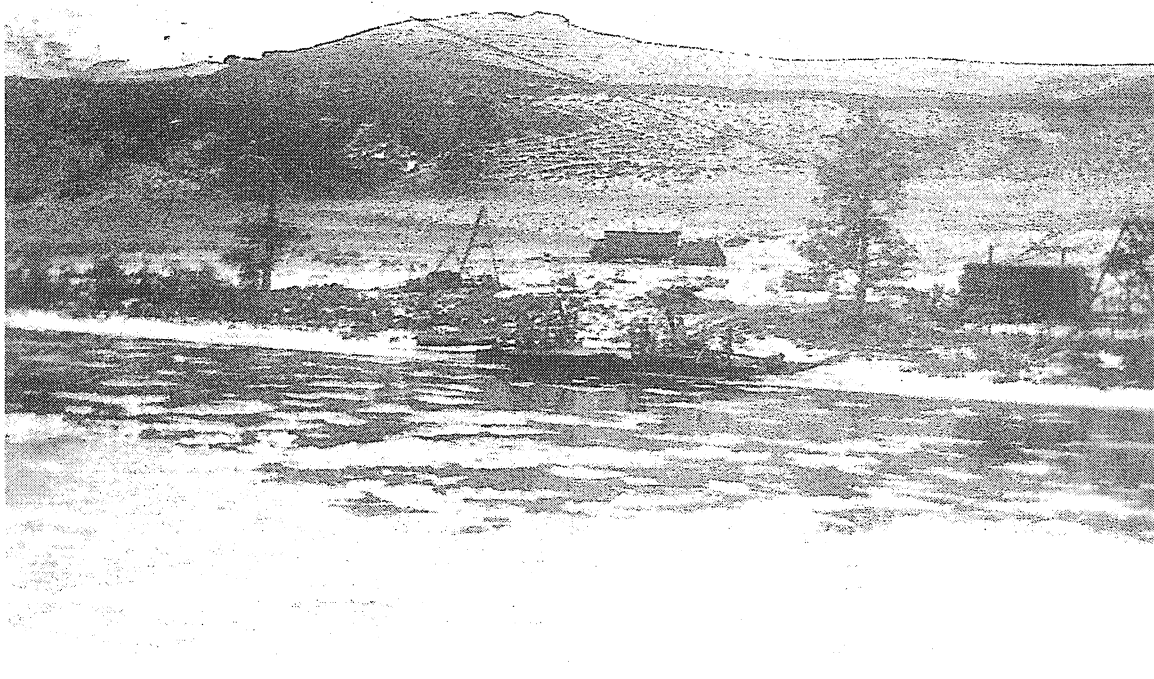
The bull had no history of health problems. Joe and Pete believed that he died of a heart attack.



Picture 4.5

Another Way to Cross the Grande Ronde River: 1937

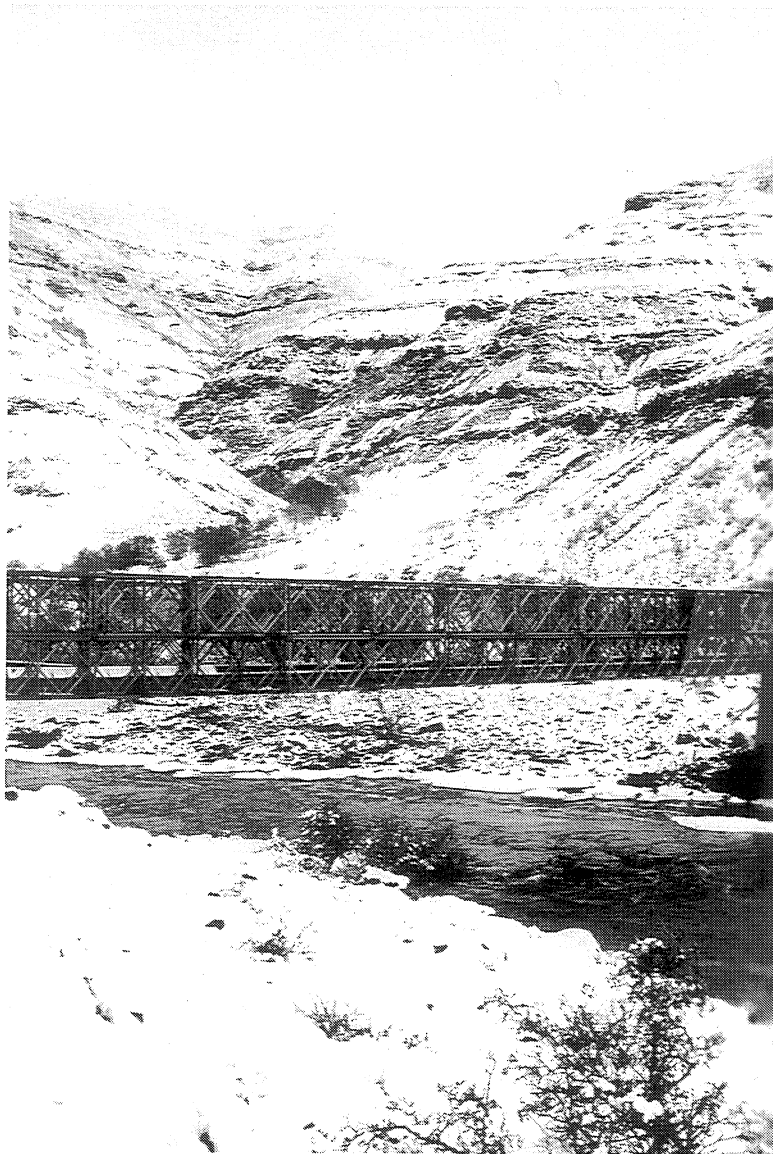
In 1937, the Grande Ronde froze hard enough for people and animals to cross on the ice. In this picture, several members of the Tippet family are crossing the Grande Ronde near Cactus Flats with pack mules.



Picture 4.6

The Ferry at the Zindel Place

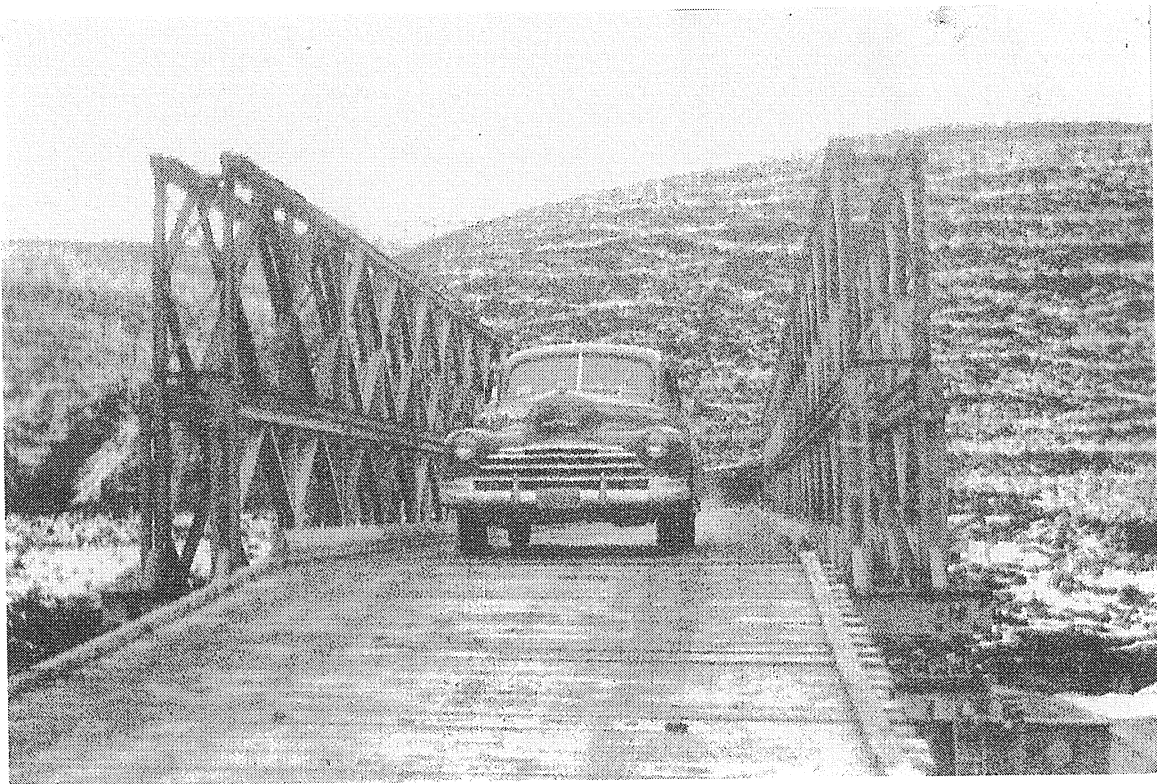
Initially, the ferry was at Rogersburg. Then, it was moved several miles upstream to the Zindel Place. In the picture, the ferry is on the south side of the Grande Ronde. Walter Bly ran the ferry at the Zindel Place most of the time. He and his wife Gladys lived in the house on the right.



Picture 4.7

The First Grande Ronde River Bridge

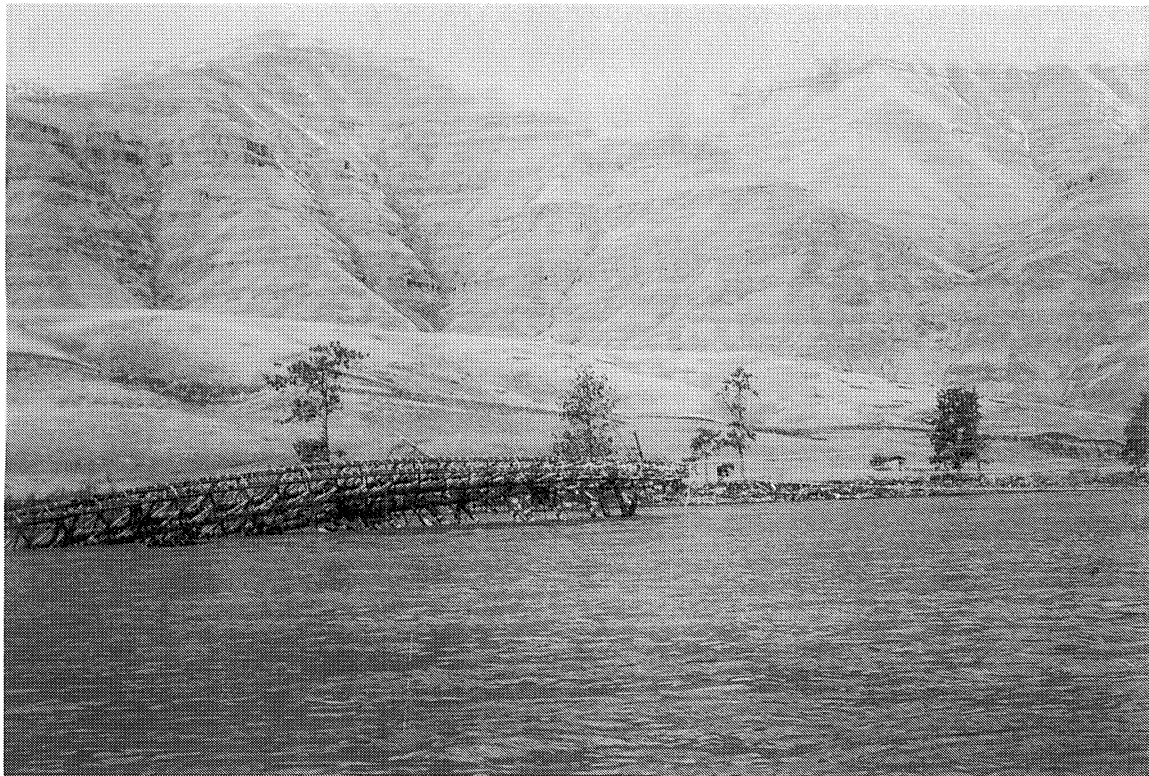
The first bridge across the lower Grande Ronde was a single-lane steel bridge. Unfortunately, an ice jam in February 1949 severely damaged the bridge and moved it about 500 feet down the river. Because the ferry was not available initially, people were forced to cross the river using a basket hung from the old ferry cable.



Picture 4.8

The First Grande Ronde Bridge Had Only One Lane

Jack and Blanche Tippet's car is parked on the bridge. Obviously, the bridge was so narrow that cars could not pass on it.

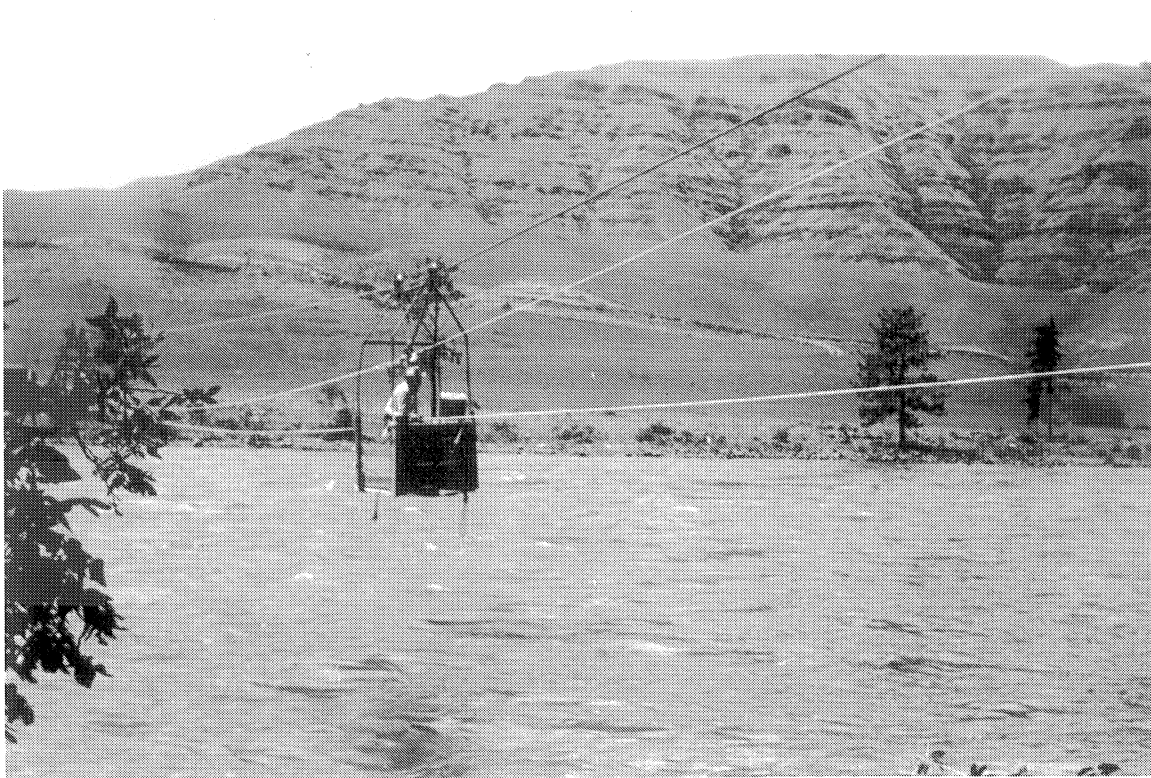


Picture 4.9

The Grande Ronde River Bridge after the Ice Jam

In February 1949, an ice jam carried the first Grande Ronde River Bridge about 500 feet downstream from its approaches.

Dick Rivers received the contract to move the bridge out of the river.

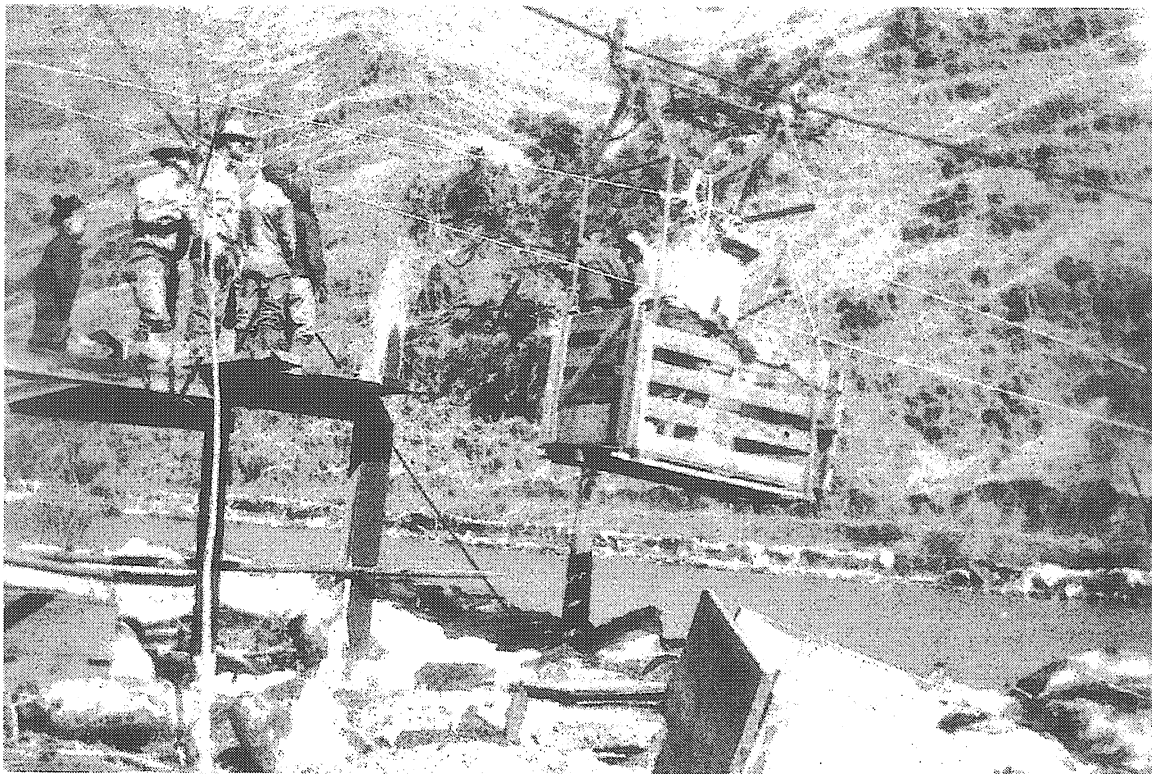


Picture 4.10

Joe Bly Crossing the Grande Ronde in the Basket

Please note how high the river is. Joe and Pete were fortunate in that they had a pickup on one side of the river and a car on the other. Of course, they still had to use the basket. In addition to groceries and other items, they used the basket to carry cottonseed cake.

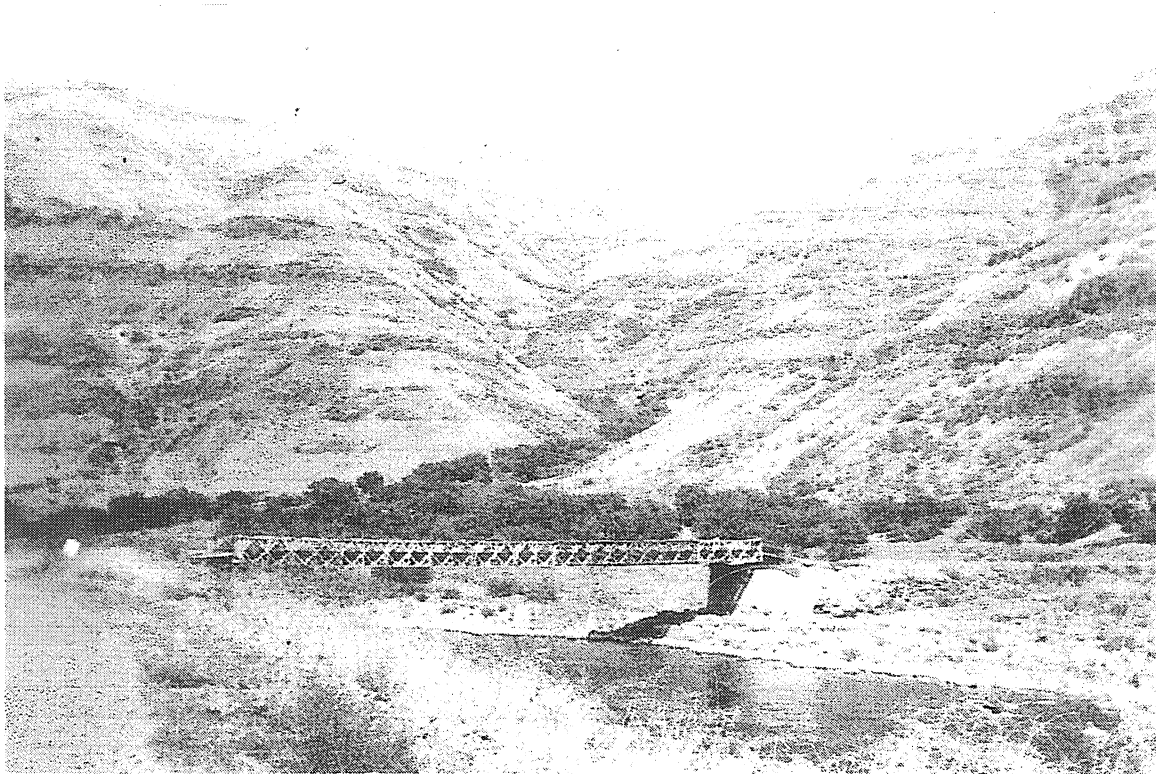
When people first started using the basket, it was impossible to retrieve the basket if it was on the opposite side of the river. In order to get the basket, several people crossed the river by going hand-over-hand on the cable. Jack and Wayne Tippet retrieved the basket in this manner. Eventually, it became possible to retrieve the basket by using the rope even if it was on the other side of the river.



Picture 4.11

Moving Hay Across the Grande Ronde in the Basket

Here, various members of the Tippet Family are preparing to move hay across the Grande Ronde. Because the basket was so small, many trips were required to move a significant amount of hay.



Picture 4.12

The Second Grande Ronde Bridge

Because the approaches were not damaged when the ice jam took out the first bridge, they were used for the second bridge. The second bridge, completed in 1951, was actually a reconstruction of the first bridge. Consequently, it had only a single lane. The bridge was replaced in 1983.



Picture 4.13

The Current Grande Ronde Bridge 1

In 1983, workers built a concrete and steel bridge across the Grande Ronde River at the previous bridge site.



Picture 4.14

The Current Grande Ronde Bridge 2

In contrast to the earlier bridges across the Grande Ronde, this bridge is very wide. Joe River's Toyota 4Runner is parked on the side of the bridge. Even so, there is more than enough room for another car to pass.



Picture 4.15

A Low Spot in the Snake River Road

A low spot in the road occurred just below the mouth of Couse Creek. When Snake River was high, it sometimes covered the road here as well as elsewhere. If the road was impassible downstream, it might still be possible to drive home. If the road was still passable upstream, people could drive from Asotin to Anatone and then down Couse Creek to the Snake River and home.

If the road above the mouth of Couse Creek was impassable, the only other way to possibly drive home was to drive to Enterprise and go home by way of Cold Springs. Because the Snake flooded in May and June, the Cold Springs road was sometimes closed because of snow or mud.

When the road up Snake River was paved, workers in effect raised the road here. Even so, it still floods on rare occasions.



Picture 4.16

Another Low Spot in the Snake River Road

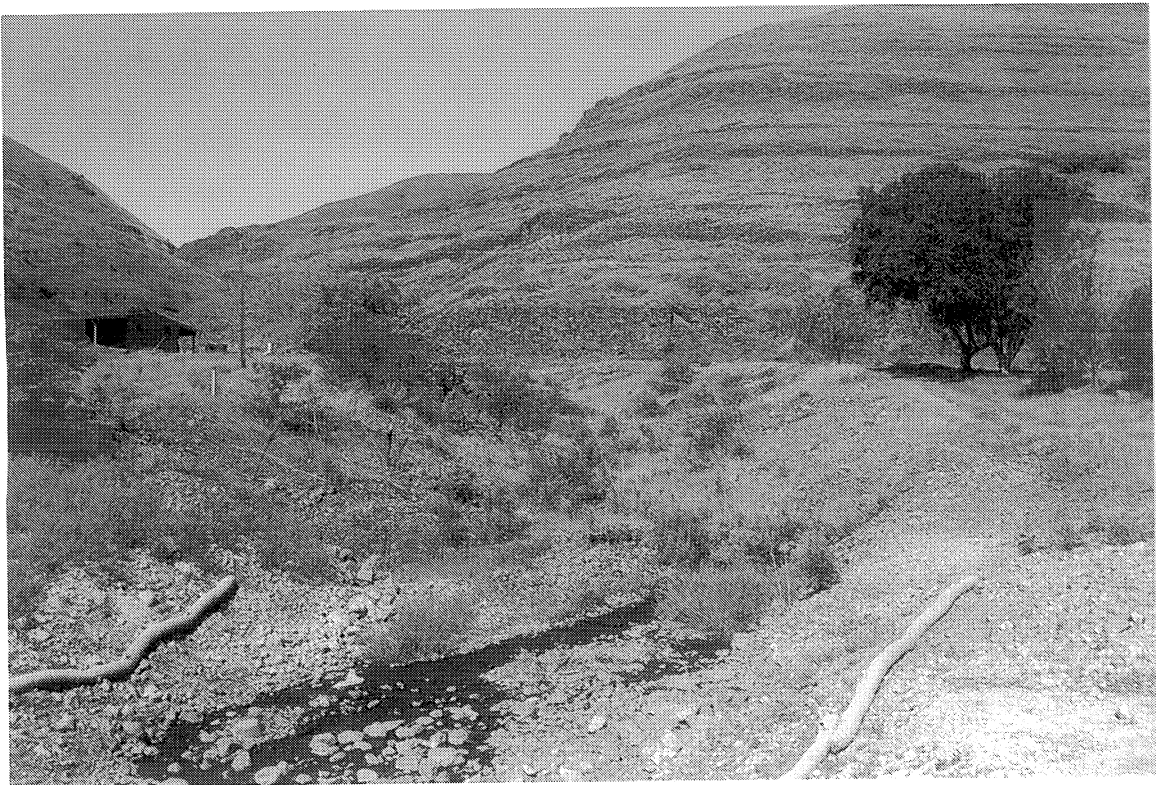
This low spot in the road was just across from Billy Creek. If the river covered this spot in depth, the only way to possibly drive home was via Enterprise and Cold Springs.



Picture 4.17

Eliminating the Low Spot

Fairly recently, the road from Captain John to just below the Spangler Place was rebuilt according to federal specifications. In addition to widening and paving the road, guardrails were added. Also, the road was raised so as to eliminate the low spot across from Billy Creek.



Picture 4.18

Looking Up Fisher Gulch

Sometimes water spouts would come down Fisher Gulch and either wash out the road or cover it with rocks and mud. News of the water spout and damage to the road had to be reported to the Asotin County Commissioners. County workers would then bring equipment to repair the road. Normally, it would take several days before the road was repaired.

Today, the road goes over a very large culvert. Consequently, it would take a very large water spout to damage the road.

CHAPTER 5

ROGERSBURG TO THE OREGON STATE LINE

When the ferry was at Rogersburg, people with automobiles heading for lower Joseph Creek or beyond would cross the Grande Ronde there and then drive south towards Joseph Creek. The road from Rogersburg to the Zindel Place was narrow and rough. When the ferry was moved to the Zindel Place, people heading for Joseph Creek no longer used the Rogersburg portion of the road.

In 1951, workers opened a second bridge across the Grande Ronde River at the Zindel Place. This bridge was made mostly from parts of the first bridge. Unlike the first bridge which was taken out by an ice jam, this bridge remained in place until 1983 when it was replaced by a two-lane concrete and steel bridge.

In the following years, the road from the bridge to the Washington-Oregon state line was gradually improved. Except for the construction of two new bridges on Joseph Creek, there were few dramatic changes. Mostly, it was a gradual straightening, widening, and smoothing of the road.

In the 1980s, two major changes occurred when workers installed two new concrete and steel bridges across lower Joseph Creek. These new bridges had two lanes. More importantly, they were at new and better locations. For many years, there was a one-lane bridge across Joseph Creek just west of the Joseph Creek Schoolhouse. The new bridge was built a short distance upstream, eliminating the sharp turn onto the old bridge when traveling north on the road. (For pictures and discussions, see Pictures 5.8-5.11.)

In addition to the replacement of the Schoolhouse Bridge, the Bly Bridge was also replaced by a two-lane concrete and steel bridge. (For pictures and discussions, see Pictures 5.18-5.23.) Moreover, the bridge was relocated to the mouth of Cottonwood Creek, shortening the road by about one-half mile. To eliminate the Cottonwood Creek Bridge, Cottonwood was rechanneled so that its mouth is now above the new bridge.

Aside from the construction of the two new Joseph Creek bridges, most of the other changes were gradual. We consider three changes: two early changes (1940s) and another that took place much later.

The first early change involved the road up Zindel Hill. Originally, the road was narrow and very steep (see Picture 5.3). Later, the road was built so that it went along the side of the hill. (The new road appears in the background of Picture 4.6.) Consequently, the new road was not as steep as the original road.

The second early change involved improving the road near the mouth of Joseph Creek. Because of a cliff near the mouth of the creek, the road along the Grande Ronde went up the side of the hill as it started up Joseph Creek. As the narrow road peaked and started down the other side, there was a blind corner. County workers widened the road and did much to eliminate the blind corner.

Much later, workers changed the road just south of the Heimark Place. Initially, the road going south from the Heimark Place dropped down a steep hill and then went along Joseph Creek for about a quarter of a mile. Because of the juxtaposition of the hillside and creek, the road was narrow and little could be done to widen it. As a consequence, the road was moved higher on the hill, giving road workers more options.

Over about a sixty year span, the road from the Grande Ronde Bridge to state line was gradually improved. Indeed, that portion of the road is in good shape and is frequently graded. Recently, county workers used a Brush Hog to trim trees and bushes along the road from the mouth of Cottonwood to the state line. In addition, the road was graded with a view to widening the road. That portion of the road is in great shape.

While the portion of the road from the Grande Ronde Bridge to the state line has been gradually improved, the changes in the road from Asotin to the mouth of the Grande Ronde have been more dramatic. The road is now paved from Asotin to the Spangler Place, a distance of about 20 miles. When the various portions of the road were paved, workers also straightened and widened the road. Finally, workers took steps to reduce flooding of the road along the Snake River. Sometimes independently and sometimes as part of the paving process, county workers built up the portions of the road that flooded in the past, making it much less likely they will flood in the future.

As of February 2012, the county plans to pave the road to the mouth of the Grande Ronde. It is not clear, however, when money will be available to complete the project.



Picture 5.1

The Road Across Rogersburg Flat

Looking down the Grande Ronde, we see the road across the flat to Rogersburg.



Picture 5.2

The Road Along the Cliff between Rogersburg and Cactus Flats

As is obvious, this portion of the road was terrible. At the time it was built, however, local ranchers did not have bulldozers or any other mechanized equipment. Over time, this portion of the road has been greatly improved.



Picture 5.3

The Road Up Zindel Hill

The road on the right is the original road up Zindel Hill. It was narrow and steep. One rainy night, my dad asked my mother and me to walk up the hill rather than riding up in the pickup. We did. My dad reasoned that if the pickup went over the side of the road, he would be able to open his door and jump safely. If my mother and I opened the passenger door and jumped, the pickup might roll over us.

The road below the original road goes from the bridge down the Grande Ronde to Rogersburg.



Picture 5.4

The Road from the Top of Zindel Hill to the Mouth of Joseph Creek: 2011

This picture was taken from the top of Zindel Hill looking up the Grande Ronde to the mouth of Joseph Creek. This portion of the road has been greatly improved over the years.



Figure 5.5
Chief Joseph's Cave

Chief Joseph's Cave is on Joseph Creek, less than one-half mile south of the Haberman ranch house. The cave is on the west side of the creek; the road is on the east side. Years ago, there were just a few trees and bushes along the creek. Today, there are many more trees and bushes. Consequently, the cave's entrance is no longer visible from the road even during the winter. According to the Nez Perce's Cultural Officer, most members of the tribe believe that Chief Joseph was born in that cave.

The roof of the cave is high enough that a person can ride his or her horse into the cave and still have head room. It is about 30 feet from the front of the cave to the rear. The cave is on private land which is posted.

According to the Horner Papers (pp. 884-885), A. B. Findley, his wife, and two children spent the winter of 1878-79 living in Chief Joseph's Cave. (In the fall of 1878, their cabin in the Wallowa Valley burned.) Following their stay there, the cave was called Findley's Cave. Later, it was called Joseph's Cave or Chief Joseph's Cave. Incidentally, the A. B. Findley family was the first white family to settle in Wallowa County (1872).

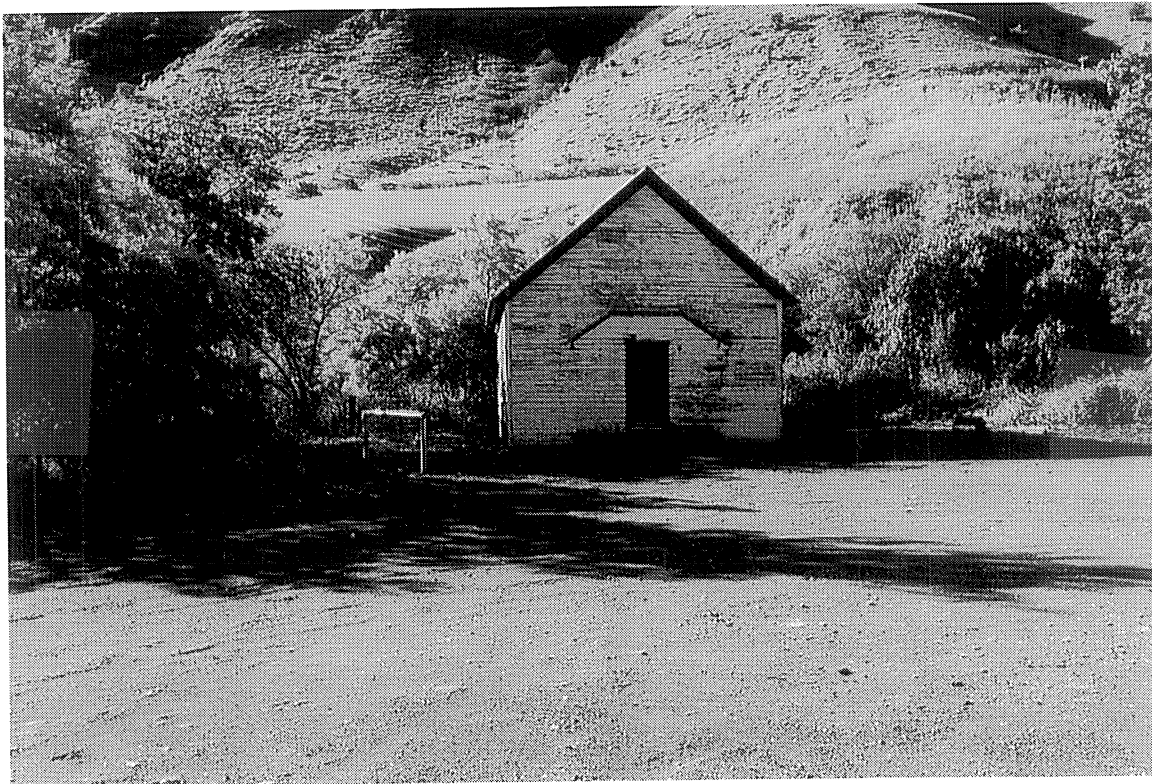


Figure 5.6

The Joseph Creek Schoolhouse: June 2011

The road up Joseph Creek runs by the Joseph Creek School. The schoolhouse, a Joseph Creek landmark, is in poor shape. Blackberry bushes had been growing up around the building. Members of a local club cleared the bushes. Because the front porch was rotten, they removed it. Also, they removed the woodshed and apartment that had been added to the original building.

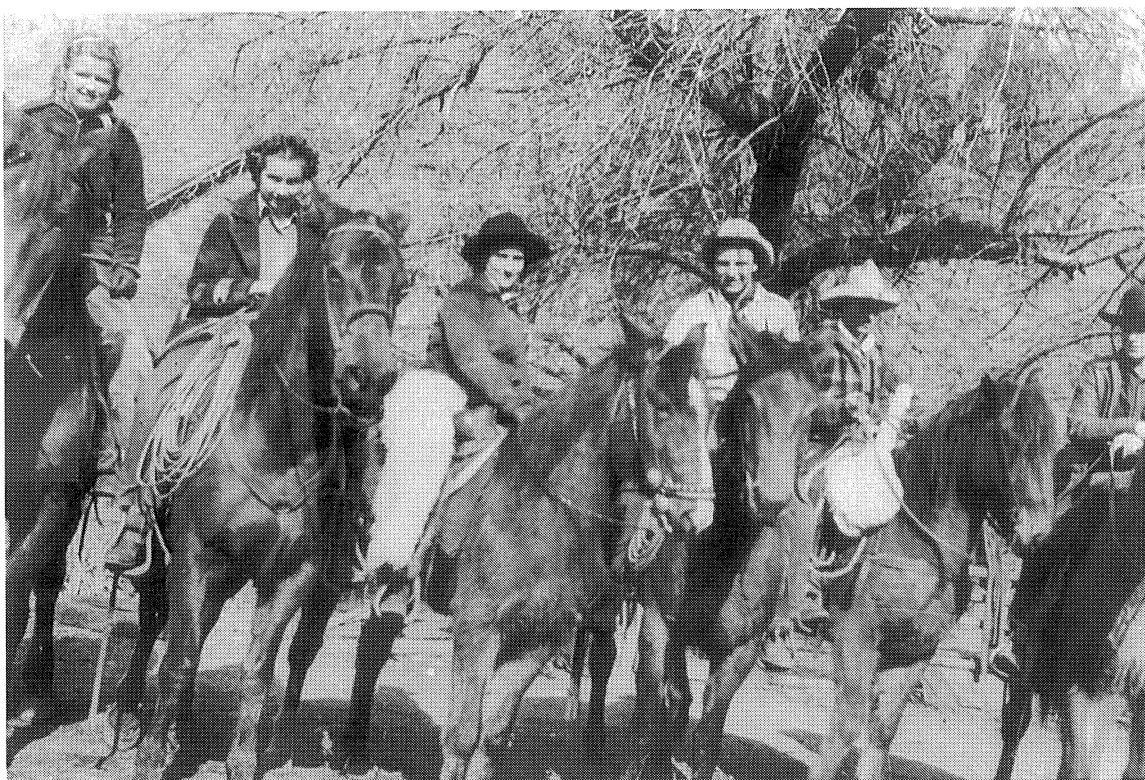
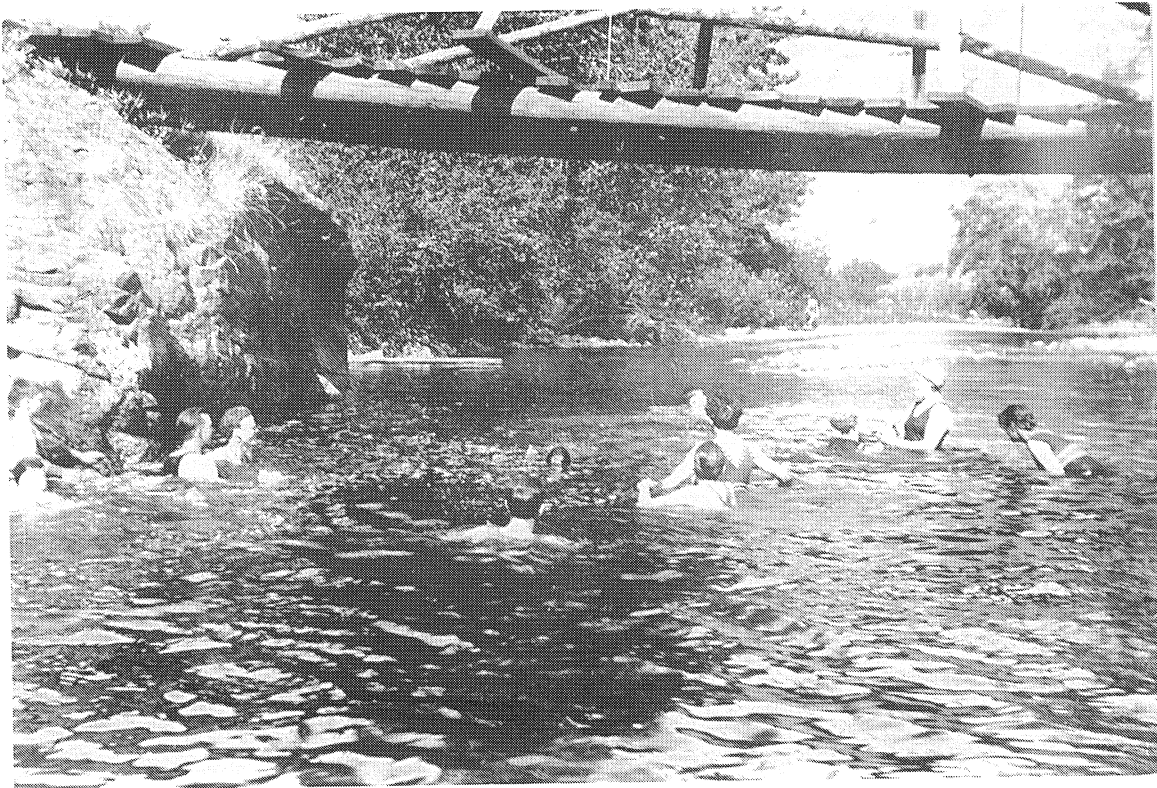


Figure 5.7

Returning Home After Attending a Dance at the Joseph Creek Schoolhouse

A dance was occasionally held at the Joseph Creek Schoolhouse. The people in this picture had gone to the dance and then spent the night (or what was left of it) at the Bly and Edgmand home place. From the left, we see Eraiel Pike, Anatha Bly, Beverly Victor, Leo Beard, Lester Keisecker (with the musical instrument), and Marcel Norton. Anatha lived at the home place and Leo was working at the ranch at the time (late 1930s). Eraiel, Beverly, Lester, and Marcel were starting home. (They lived at Paradise which is near Flora, Oregon.) Anatha and Leo had decided to ride with them for a mile or two before returning home.



Picture 5.8

The Schoolhouse Bridge: 1920

The bridge by the Joseph Creek Schoolhouse was originally wood with log stringers supporting the planks. People enjoyed swimming under the bridge because the water there was relatively deep. Also, it was conveniently close to the schoolhouse.

The two young men on the left are probably Joe Bly and Frank Rogers. The others are unidentified.

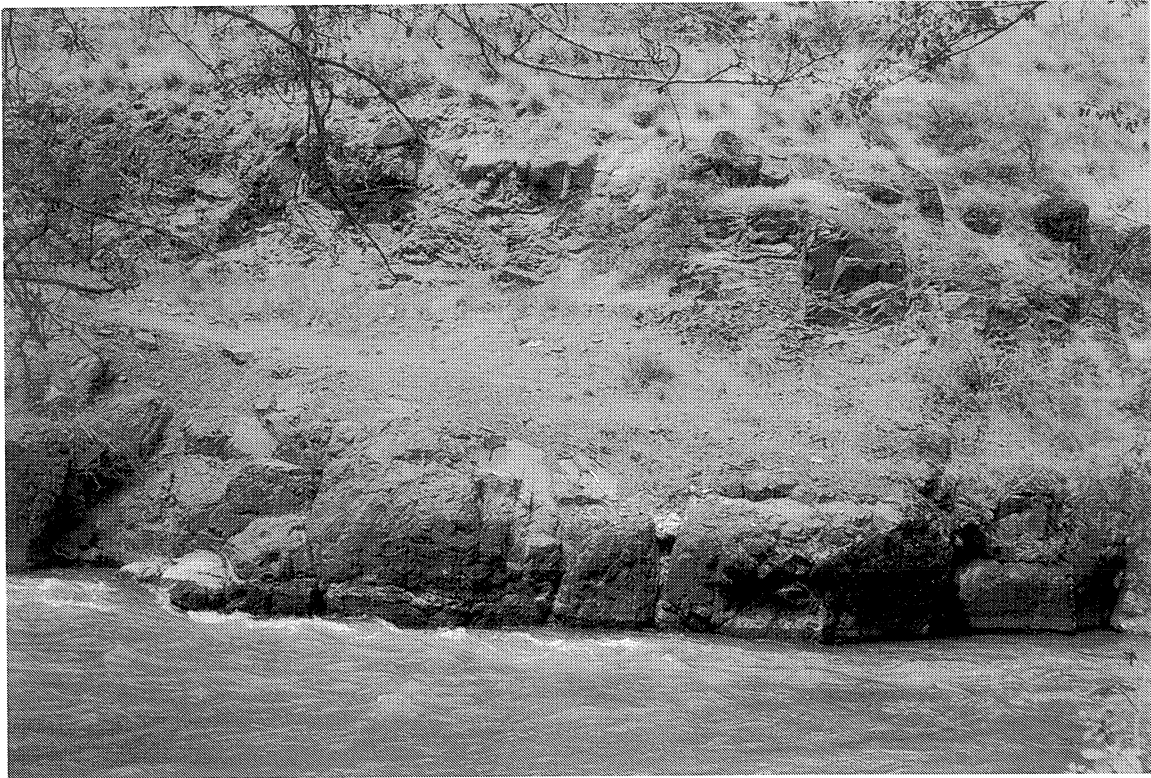


Picture 5.9

The Approach to the Schoolhouse Bridge: 1920

The road from the south to the Schoolhouse Bridge was narrow and ran along a cliff. Consequently, a car approaching from the south had to make a sharp right turn onto the bridge.

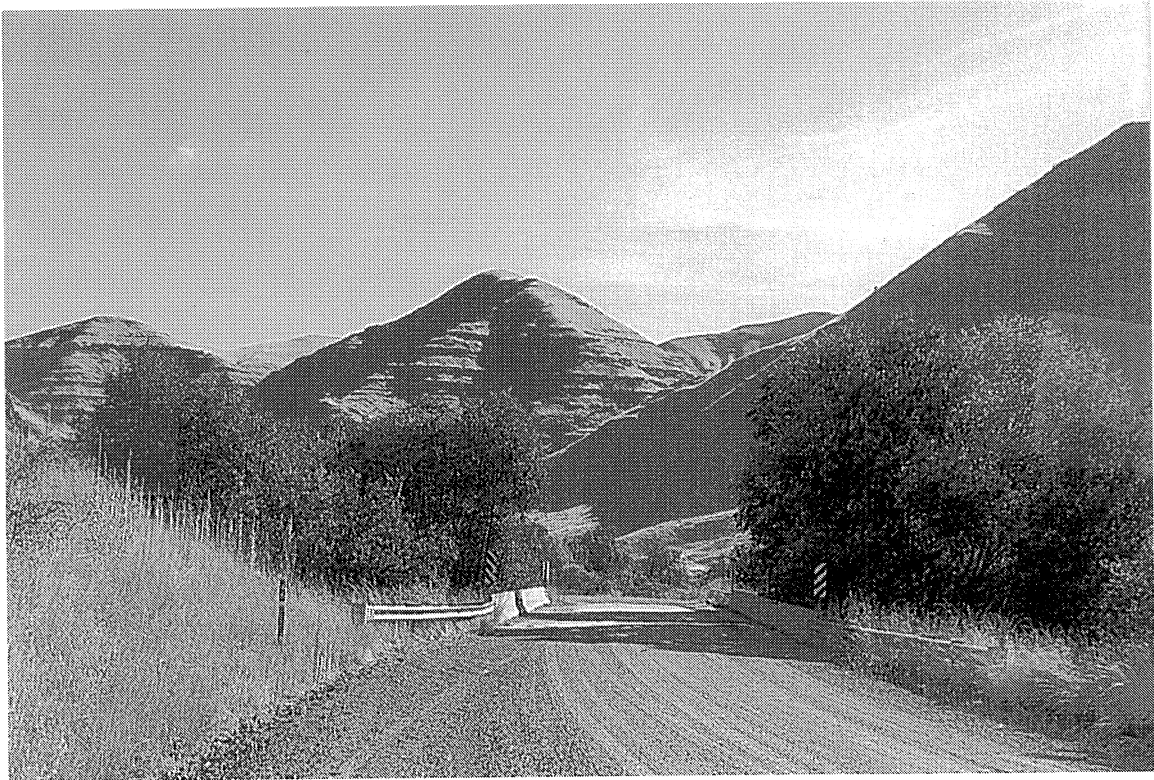
Near the water, we see Addie Case Bly, Gladie Parsley, Mary Rogers, Unknown, Unknown, and Esther Bly Day. The young woman above the others is unidentified; the young man in the road may be Skeeter Tippet.



Picture 5.10

The Site of the Old Schoolhouse Bridge

With the removal of the old Schoolhouse Bridge, there is little to indicate that it had ever existed.



Picture 5.11

The New Schoolhouse Bridge

The new bridge near the Joseph Creek Schoolhouse was a major improvement. Built in 1983, it is wide enough so that oncoming cars can pass. Also, it allows drivers to pass the schoolhouse, continue straight up the road, and cross the bridge at a high rate of speed.



Picture 5.12

Traveling Home after Picking Up Mail and Supplies at Rogersburg: 1920

This picture was taken just below the bench at the Bly and Edgmand home place. The people in the picture are Chris "Doc" Tippet, Guy Rogers, Birdie and Pete Edgmand, Addie Case Bly, Guy's wife Amy, and Mary Rogers. At the time this picture was taken, Doc and his first wife, Gertrude Ohms Tippet, had a homestead up Trail Creek. Guy and Amy also had a homestead up Trail Creek.



Picture 5.13

A County Road Replaced the Wagon Road

For many years, a wagon road ran past the Bly and Edgmand home place. Eventually, it was replaced by a county road. This road was gradually improved.



Picture 5.14

Anatha Bly and the Hack

As Joseph and Alma Bly aged, they traveled in the hack (buggy) shown here. After Joseph and Alma died, the hack sat by the hayshed at the Bly and Edgmand home place.



Picture 5.15

Pete and Birdie Edgmand Preparing to Travel by Wagon to the Horse Creek Ranch

After traveling to the Horse Creek Ranch by wagon, Pete and Birdie stayed in the two-story house there during calving.

During this period, ranchers took supplies to Cold Springs by wagon. Also, they traveled to the pole patch with a wagon. The trip to the pole patch and back took two days.



Picture 5.16

Pete and Joe's First Pickup

Pete and Joe's first pickup, purchased in 1938, was used and greatly underpowered. When traveling up Road Gulch, they would take a team of horses. When the road got steep, Joe would hitch the team to the front of the pickup, then sit on the hood while using the team to pull the pickup up the road. After getting the pickup up the steepest part of the road, Joe took the team back home.

Joe and one of his friends are sitting in the back of the pickup.

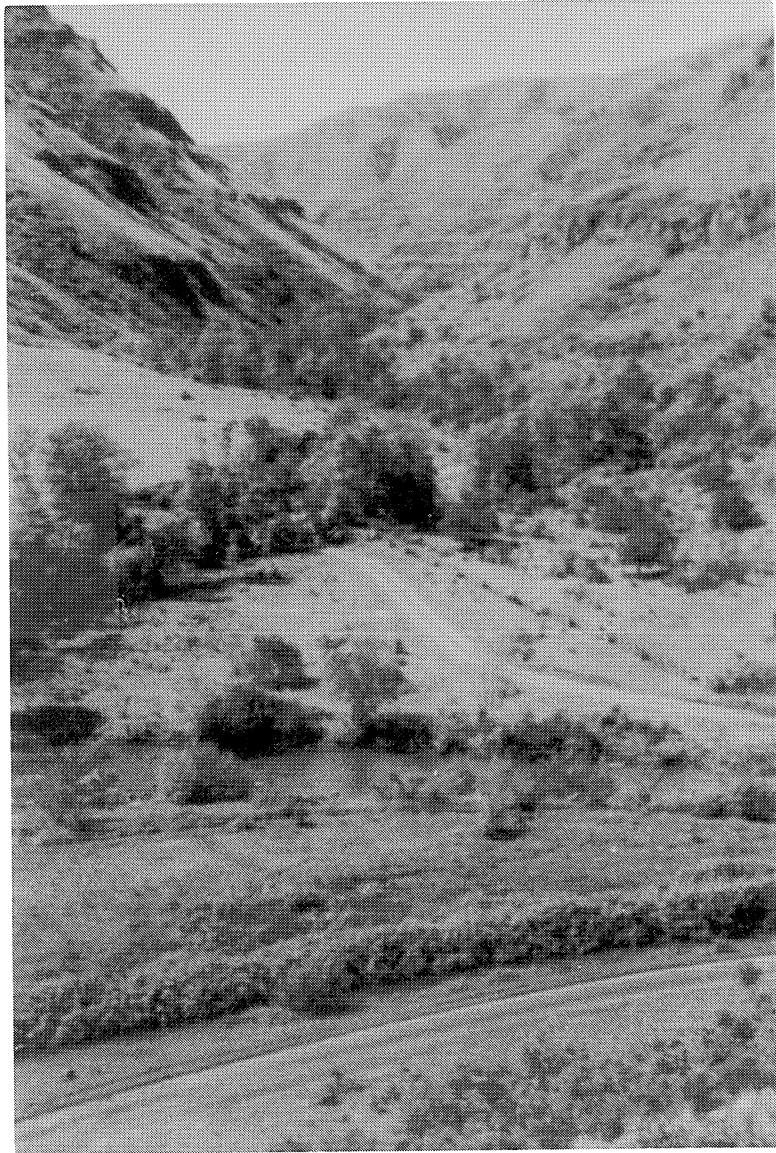


Picture 5.17

One of Pete and Joe's Last Pickups

Like other pickups on Joseph Creek in the 1950s, Pete and Joe's pickups had stock racks. Typically, ranchers carried both a shovel and axe in their pickups. The last pickup Pete and Joe owned had a dogcatcher mounted over the cab.

Pete is standing on the right. His dog Gemil is standing by the pickup. Whenever Pete drove away from the home place, Gemil wanted to go. Once, he followed the pickup from the home place to several miles south of Cold Springs. The pads on his feet were raw. Gemil was a reasonably good dog, but preferred to chase deer to heading off cattle.



Picture 5.18

The Road to the Bly Bridge

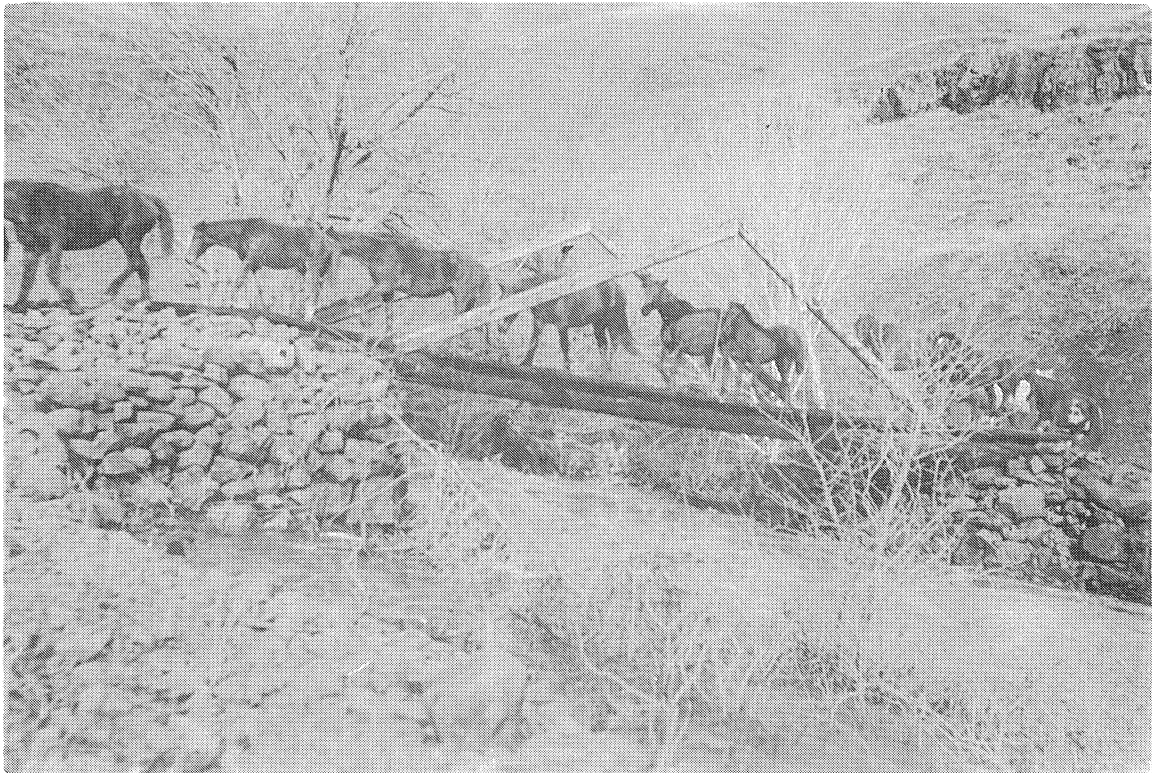
From the Bly and Edgmand ranch house, the road continued up Joseph Creek for about a quarter of a mile to the Bly Bridge. (It was called the Bly Bridge because of its proximity to the Bly home.) After the bridge, the road went down Joseph Creek for another quarter of a mile until it reached the bridge across Cottonwood Creek (hidden by trees). After the bridge, the road continued up Cottonwood.



Picture 5.19

The First Bly Bridge

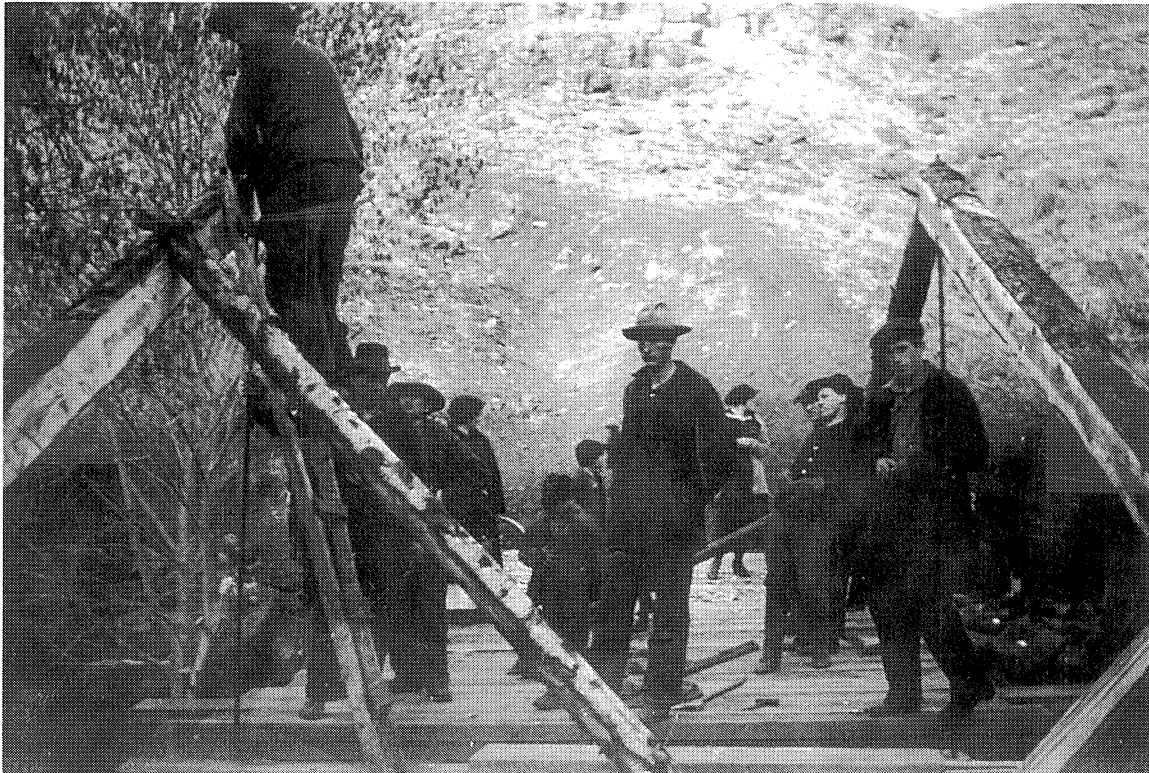
The first Bly Bridge was a footbridge. Birdie Bly and others are ice skating below the bridge.



Picture 5.20

An Early Bly Bridge

Horses are crossing an early Bly Bridge. Joseph Creek was high at the time.



Picture 5.21

Local Ranchers Working on the Bly Bridge

Pete Edgmand is on the ladder. Guy Rogers (with hat) is standing in the middle of the bridge. Birdie Edgmand appears in the background. Frank Rogers and Joe Bly are on the right.

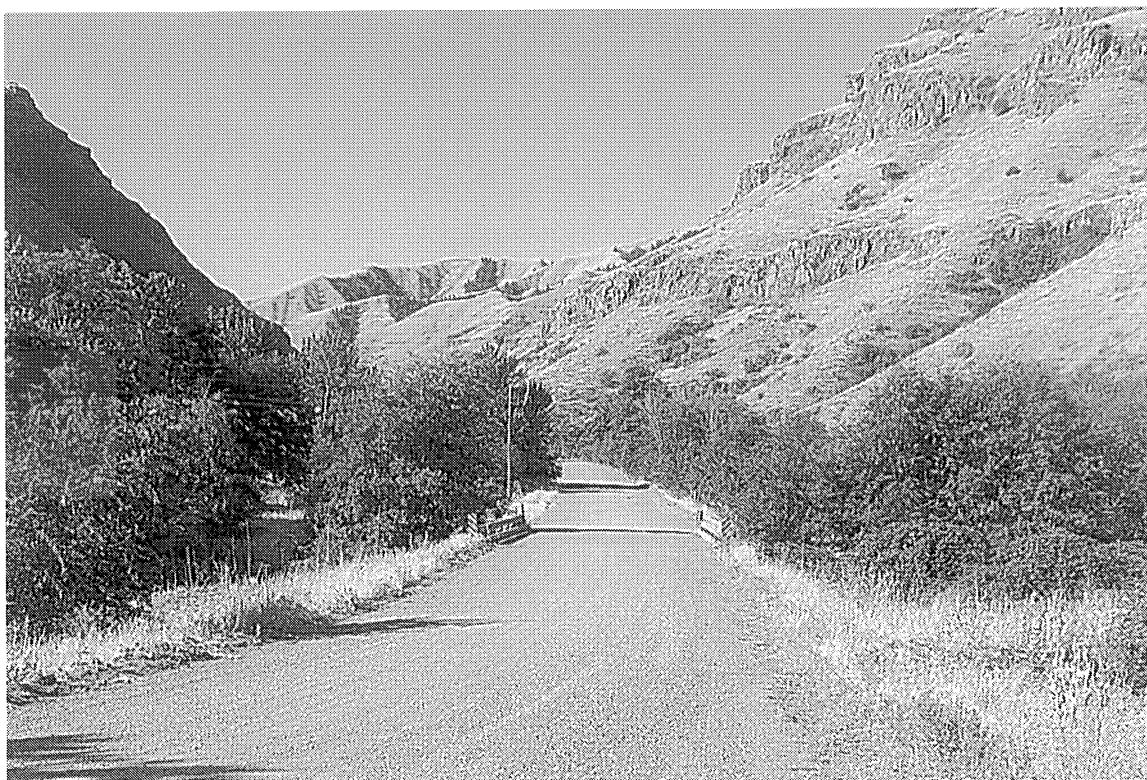
Before the road to Captain John was extended to the mouth of the Grande Ronde, it was local ranchers who built and maintained the local roads and bridges. Jidge Tippet, Pete Edgmand, Joe Bly, Stewart Day, Clarence Spangler, and other ranchers helped build the road from Captain John to the mouth of the Grande Ronde. Even so, they never received any credit for their efforts in the books that I have read.



Picture 5.22

A Steel Bridge over Joseph Creek

Eventually, a steel bridge replaced the wooden bridge.



Picture 5.23

The New Bly Bridge

In 1983 or shortly thereafter, a new bridge was built across Joseph Creek near the mouth of Cottonwood. Similar to the new Schoolhouse Bridge, it is wide enough for oncoming cars to pass. Also, the road was straightened, allowing cars to cross over Joseph Creek at a relatively high rate of speed. Moreover, the new bridge shortened the drive up Cottonwood by about half a mile. Finally, by rechanneling Cottonwood Creek so that its mouth is now above the Joseph Creek Bridge, the Cottonwood Creek Bridge was eliminated.

CHAPTER 6

THE WASHINGTON STATE LINE TO ENTERPRISE

The Wagon Road Up Road Gulch

When the Bradley, Green, and Bly families moved to Joseph Creek, there were no roads to that area. The closest town was Anatone and there was a trail to it. Because the trail was narrow and steep, wagons could not travel it.

By 1915, probably earlier, a wagon road was built up Road Gulch to Cold Springs Ridge. Local ranchers banded together to build it. The road was completed without the aid of bulldozers or other modern equipment. Local ranchers used axes and crosscut saws to clear the roadway and then picks and shovels to build the road. The ranchers did have access to some horse-drawn equipment. They used fresnos to move dirt and A-frame graders to smooth the road.

The early road from Joseph Creek was narrow, rough, and, up Road Gulch, very steep. Also, early travelers were forced to ford Joseph, Cottonwood, and Horse Creeks, the latter five times. Because the road up Road Gulch was very steep, people riding horses or driving teams of horses up the grade had to stop frequently to rest their horses.

Pulling a wagon down the road was not easy either. Wagon brakes were inadequate to the task. Braking involved pulling a lever that forced a block of wood against the metal rim of one of the wagon's wheels. The brake, sufficient for a gentle slope or perhaps even a short, steep grade, but not for the long, steep grade down Road Gulch.

Going down it put undue pressure on a team of horses. One solution was to chain a log to the rear of the wagon so that it would drag along behind the wagon. The log, dragging on the road, would slow the wagon. Another solution was to chain-lock one of the wheels. This solution involved chaining one of the wheels so that it would not turn. Under the circumstances, the wheel simply slid along the ground, slowing the wagon.

In addition to building the road, the ranchers maintained it.

Fixing the Road to Accommodate Automobiles

In 1936 and 1937, Forest Service workers began working on the Road Gulch road so that people could drive automobiles on it. They, however, improved the road only as far as

the Forest Service line, a mile or two below the head of Road Gulch. Even so, they improved that part of the road enough so that cars could travel over it.

From the Forest Service line, it was another eight miles or so to the Bly and Edgmand home place. Although that part of the road was poor, people could drive automobiles over it. Over time, local ranchers made some improvements on the road. Jack Tippet, for instance, spent four days using his bulldozer to improve the road.

Despite the various improvements, the road was poor by most standards. The road was narrow and rough. People still had to ford Horse Creek five times before starting up Road Gulch. The road up Road Gulch was steep. In the winter, it was impassable because of the snow. In the spring, the road was sometimes slick. In the summer, cars going up the grade often overheated. Sometimes, drivers had to stop to cool their engines. At other times, they had to add water to their radiators. Some drivers added water from springs and water troughs along the road. Others carried water in their vehicles.

With the improvements in the road, the Forest Service or, sometimes, the County graded the road to the Forest Service line or just below because grader operators could not turn their graders around at the line.

Even though the road was impassible for part of the year and was narrow, rough, and steep in places, it was very helpful to local ranchers. They could now drive to their cow camps and on to Enterprise, Joseph, and other towns. Also, some of the ranchers owned pasture land at the Buttes and other places. They could now drive to those pastures.

For a time, the only way drive to lower Joseph Creek was the newly opened road down Road Gulch. As the clippings from the Wallowa County Chieftain on the following page show, the road down Road Gulch was opened in October 1937. The road along the Snake River south from Captain John to the mouth of the Grande Ronde River was opened in the spring of 1938. As discussed earlier, a celebration was held at Rogersburg on May 15, 1938. Some of the participants traveled north from Enterprise down Road Gulch. Others traveled south along the Snake River from Asotin. Those arriving from Asotin crossed the Grande Ronde in motorboats. Ferry service did not open until August 28, 1938.

Wallowa County Chieftain

70 YEARS AGO
Oct. 14, 1937

Two roads have recently been extended part way into the great canyons, which come together at the northeast corner of the county. One road is an extension of the national forest road past Cold Springs on the breaks of Snake River

70 YEARS AGO
Oct. 28, 1937

To celebrate the opening of a road on lower Joseph Creek and Rogersville, a free dance will be given in the school house Saturday night. ... The road to Rogersville seems almost like a miracle, like one of those impossible things which really happened.

70 YEARS AGO
May 12, 1938

The new road to Joseph Creek is open and Judge Tippet drove out to prove it. He asks friends to remember the road celebration at Rogersburg Saturday, and to come early and stay late.

The New Road to Lower Joseph Creek

In the mid-1950s, B. W. James Inc. built a new road from Cold Springs Ridge down Horse Creek and then up Cottonwood Creek. James was the principal logging contractor for the Mt. Emily Lumber Company. After the road was built, trucks hauled logs over it to the Mt. Emily sawmills in Enterprise and Joseph.

The new road started at the Cutout Grounds and went down Grasshopper Ridge to a point near the old Pack Shed. It then went down the side of the ridge to Horse Creek. Next, the road followed Horse Creek all of the way to its mouth. Finally, the road went up Cottonwood Creek until it reached the Forest Service line.

Following the completion of the road, many logs were hauled over it. In a few years, the logging was completed. Even so, travelers to this day benefit from the new road. First, the road, designed to accommodate large logging trucks and their heavy loads, was well built. Second, the road was steep in places, but not as steep as the road up Road Gulch. Third, cars no longer had to ford Horse Creek. Previously, cars had to ford the creek five times before starting up Road Gulch. After the road was constructed down Horse Creek, it crossed Horse Creek only twice. At those crossings, B. W. James installed large culverts so that cars could cross over on them. Up Cottonwood, James built several sturdy bridges.

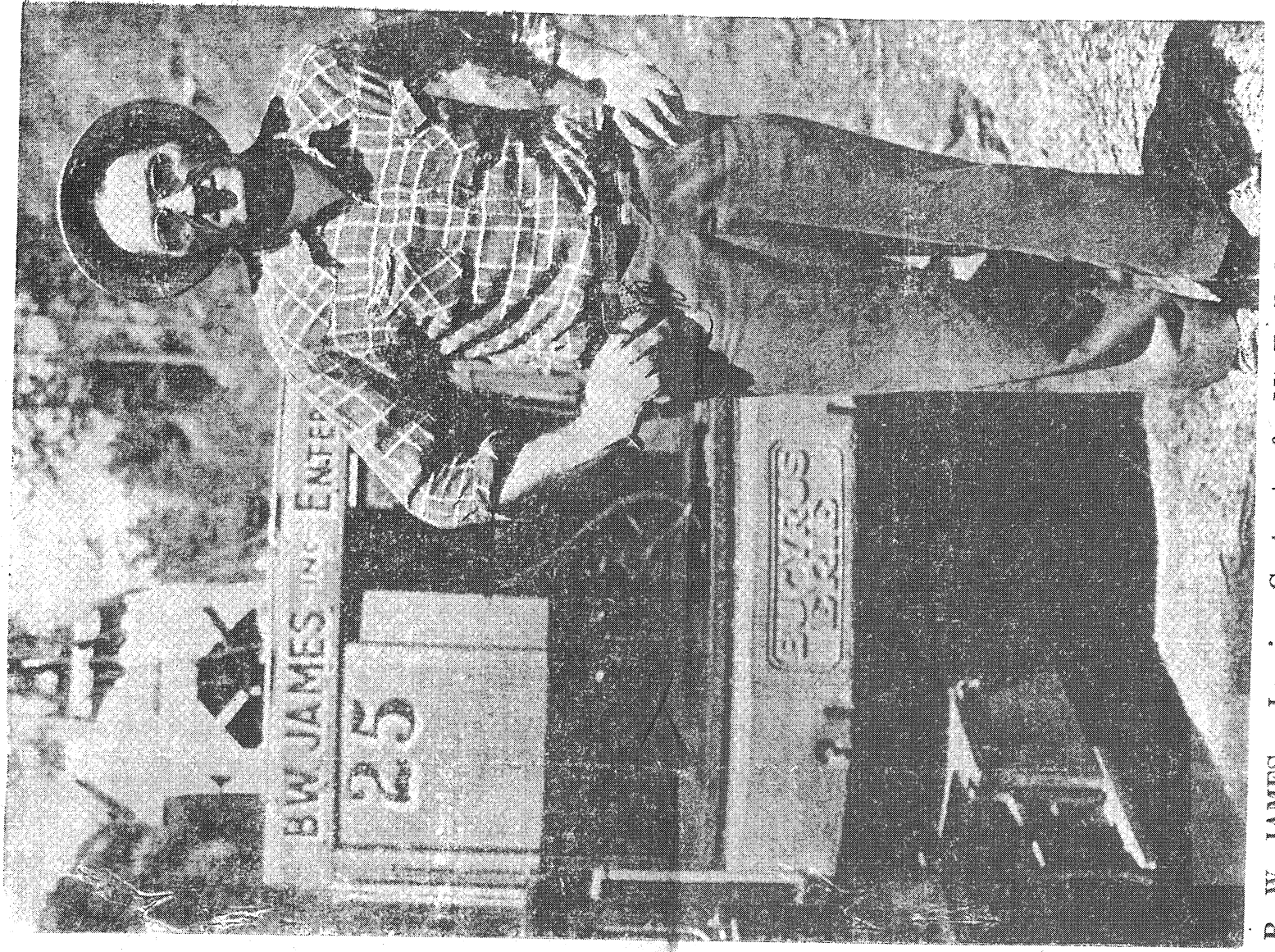
Even before James built the new road, Biden Tippet had built a road from Cold Springs Ridge to his Jim Creek ranch. Completion of this road (about 1950) enabled him to drive to his ranch for the first time. Much later (1992), Biden sold the Jim Creek ranch to the Forest Service.

Similarly, Bun Purcell, owner of the Cache Creek ranch, built a road from the road down Horse Creek to his ranch on the Snake River. About 1990, Purcell sold his Cache Creek ranch to the Forest Service. The Forest Service continues to use the roads to Jim Creek and Cache Creek.

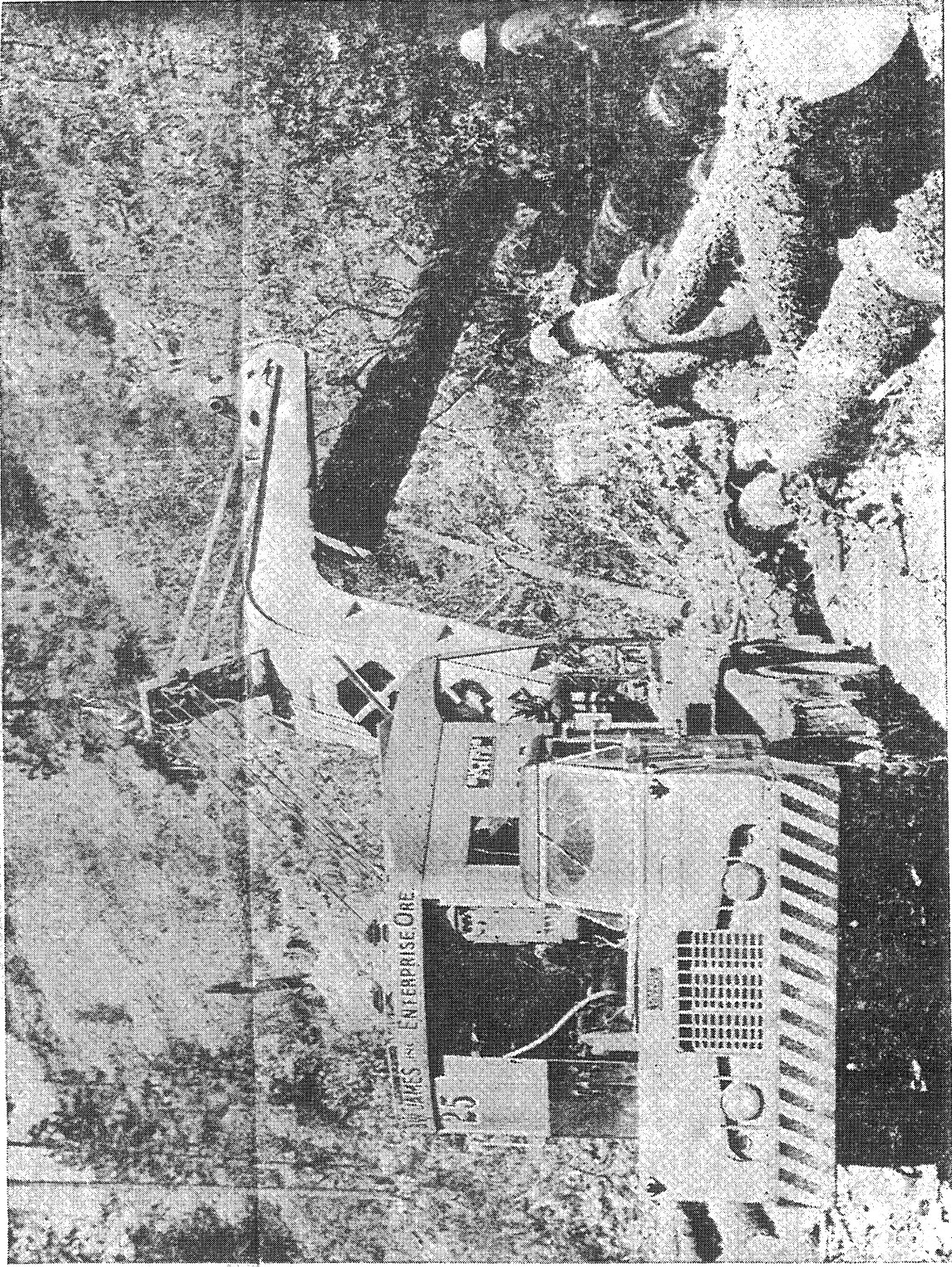
As mentioned earlier, Wallowa and Asotin Counties have an agreement about the Oregon portion of the road from the Washington state line to the Forest Service line just above the mouth of Road Gulch. Together, they have done a fine job maintaining that portion of the road. In fact, it is as good today as it ever was.

From Logs To Lumber

It's A Long "Road"



B. W. JAMES— Logging Contractor for Mt. Emily Lumber Company



Loading Logs on Cottonwood Creek for the Mt. Emily Mill

Wallowa County Chieftain, August 1, 1957.

From logs to lumber is a long "road" especially when the logs come from timber stands 85 miles from the mill as is the case with the logs shown here on Cottonwood creek near the Oregon-Washington border in northern Wallowa county. At peak logging operations, to satisfy the demands of the two Mt. Emily mills at Enterprise and Joseph, a daily production of approximately 140 M' log scale per day is required. This figure must be further increased to about 200 M' per day during the fall and winter decking season when logs are put in decks in order that the mills may be assured of a log supply through the spring break-up.

During this peak logging period, B. W. James, Inc., principal logging contractor for Mt. Emily, operates with a crew of approximately 50 men, using 6 skidding "Cats", 2 mobile loaders, 11 logging trucks and a vast amount of other heavy equipment to accomplish the big task of getting sufficient logs hauled to keep the Mt. Emily mills at Joseph and Enterprise operating on a full schedule.

Grueling hauls, such as that out of Cottonwood, over difficult roads, up and down steep grades, in and out of deep canyons, may take 7 hours or more one way and another 3 to 4 hours for the return trip. Trucks out of Cottonwood climb from 1500 feet to 5500 feet elevation in the first 25 miles with adverse grades up to 10 percent. In addition to extensive regular maintenance work on the roads a full time grading and watering crew is kept busy. A truck with a 6,000 gallon tank runs all night to keep dust down and road beds in good conditions for those using this route.

Building, improving and maintaining many miles of roads, and the hauling of logs in this rugged country requires a large financial investment in equipment and much long-range planning and development before a stand of timber is ready to be converted into sawn lumber and other forest products.

Only by full cooperation between all segments of the community can this development of the county's timber resources proceed on an orderly schedule.

Mt. Emily Lumber Company

"An Industrial Family of Management and Labor Teamed to do a Better Job"

LA GRANDE

ELGIN

ENTERPRISE

JOSEPH

Initially and for many years, the Forest Service maintained the road from the old Cutout Grounds down Horse Creek to the Forest Service line. Currently, however, the Forest Service is not maintaining it. No work has been done on the road since the mid-1980s. There are many loose rocks on the road. Also, there are some imbedded rocks that are hazardous to cars with low ground clearances. Water has run down some parts of the road and eroded it. Wild roses have grown up along the sides of the road in some places. Consequently, when driving the road, people must be careful to avoid them scratching their cars.

It is not clear why the Forest Service has stopped maintaining that portion of the road. After all, the Foreign Service and others continue to use it. The reason may simply be lack of money. Some people, however, suggest that the Forest Service wants to close the road to the public. According to their argument, the Forest Service is no longer maintaining the road in order to speed its closure.

The Rest of the Road to Enterprise and Joseph

By way of the Buttes, it is about 53 miles from the road to the Cold Springs Cow Camp to Enterprise. Most of that road is County road. The rest is on Forest Service land.

Almost all of the County road is from Enterprise north to the Forest Service line several miles south of Thomason Meadows. This portion of the road was improved many times between the 1950s and 2012. Although only a part of it is paved, the rest of it is in excellent condition and is routinely maintained.

Also, the Forest Service portion of the road has been improved several times, once almost to the Frog Pond. Also, the mud holes on Cold Springs and Grasshopper Ridges have been fixed. In the spring, those mud holes were a problem. Sometimes, drivers could go around them. Other times, they had to go through them. Occasionally, they would get stuck, forcing the drivers to put on chains. Alternatively, the drivers would jack up the rear of their cars and put fir boughs under their rear tires. Either way, it was a dirty and time consuming job.

The County portion of the road is in better shape than the Forest Service portion. There are several reasons for this. One is that the County portion of the road is closer to Enterprise and Joseph than the Forest Service portion, making it easier to maintain. Second, the County portion of the road is more heavily traveled. Third, the County may have more money to improve and maintain roads than the Forest Service.

Overall, the road from the Washington State line to Enterprise is much better than it was in the 1950s. The road down Grasshopper Ridge to the Forest Service line on Horse Creek, however, is in very poor shape. Drivers whose cars have low ground clearances should be discouraged from driving that portion of the road.



Picture 6.1

The Road at the Day Place

At the Stewart and Esther Day home place, the road up Cottonwood Creek went around the barn and corrals.

According to Jack Tippet, Stewart and Esther Day owned the first car on Joseph Creek. Stewart drove the car down Road Gulch before the Forest Service had completed the road in 1937.

The first appearance of automobiles on Joseph Creek often disturbed livestock, especially horses. One time, Birdie and Anatha were at the Horse Creek ranch house. Pete and Joe were putting in a crop at the Cliff Applington place, about a mile away and at a higher elevation.

Jim Chaffee was driving his Model T Ford down the road. Skeeter, Birdie's horse, had never seen a car. Skeeter jumped the fence at the house and headed for the Applington place. Fortunately, Birdie was not riding Skeeter at the time.

The horse went up the trail to the Applington place. Pete and Joe were concerned about Birdie because Skeeter was bridled and saddled. They got on their horses and started down the trail. As they went down the trail, they met Birdie who had started walking up the trail, much to their relief.



Picture 6.2

The Wagon Road Up Horse Creek

This picture was taken looking down Horse Creek towards Ret Allen's home and Cottonwood Creek. At the time, the road was little more than a wide trail.

Even after the road was improved, cars had to ford Horse Creek twice before reaching the Horse Creek Ranch and five times before starting up Road Gulch.



Picture 6.3

On the Road to Enterprise

Joseph Bly did not raise cattle; he grew vegetables and fruit. Because the growing season on Joseph Creek was significantly longer than that in the Wallowa Valley, he and his oldest son, Tony, used a wagon to haul vegetables and fruit to Enterprise. They gave up the venture relatively quickly. For one thing, it was a long and bumpy trip from lower Joseph Creek to Enterprise. For another, others could truck vegetables and fruit to Enterprise faster and cheaper.

Tony, seated on the wagon, is handling the reins. For the steep pull up Road Gulch, he has a four horse team.



Picture 6.4

The Horse Creek Road: 1990

Looking up the Horse Creek road, we see Trail Creek on the right.

The loggers who built the road from the Cutout Grounds down Horse Creek did a fine job. Also, Asotin County has an agreement with Wallowa County. Under the agreement, Asotin County workers grade the road from the Washington-Oregon state line to the Forest Service line whenever both counties agree to it. (Currently, the Forest Service line is just above the mouth of Road Gulch.) Wallowa County then reimburses Asotin County.



Picture 6.5

The Mouth of Road Gulch: 1996

Looking across Horse Creek, we see the start of the road up Road Gulch. Pete Edgmand and Birdie Bly each had a homestead up Road Gulch. Pete's homestead was next to the Forest Service line. Birdie's homestead was next to Pete's.

Until the new road up Horse Creek was completed, travelers used the road up Road Gulch. This road was steep. In the spring, it was often slick. Also, cars sometimes overheated on their way to the top. If it was necessary to add water to the radiator, there was a water trough at Birdie's homestead, one at Pete's homestead, and one farther up Road Gulch.

In 1996, there was virtually nothing left of Birdie's homestead cabin. Also, the water trough was gone. At Pete's homestead, the well by the road was still visible. There was a water trough. Instead of a hollowed log, however, it was a bath tub. At least it was full of water.



Picture 6.6

The Road Gulch Road: 1996

Sometime after the new road up Horse Creek was completed, the Road Gulch road was closed. (Normally, there is a locked gate not far above the mouth of Road Gulch.) In the mid-1990s, it was opened to loggers. This is a picture of the road just up from Pete's house. Farther up the canyon, the road becomes much steeper.



Picture 6.7

Traveling Horse Creek in the Early 1920s

Birdie Bly Edgmand, Dave Parsley, Addie Case Bly, and Pete Edgmand up Horse Creek.



Picture 6.8

The New Horse Creek Road: 1993

In 1955, loggers built a new road running from the Cutout Grounds down Grasshopper Ridge and then down Horse Creek. This picture was taken looking up the Horse Creek road to the point where it turns and goes up the side of the hill. The person who took the picture was standing in the road to Downy Saddle and Jim Creek.

Many years ago, there was a spring box just below where the road now turns. People kept a tin cup there in order to drink from the spring. Later, a pond was built there.



Picture 6.9

The New Horse Creek Road in Winter

Because of snow, the upper portion of the Horse Creek Road is usually closed in the winter.



Picture 6.10

The 2007 Fire

In 2007, a fire burned over 8,000 acres up Cottonwood, Horse Creek, Trail Creek, and Road Gulch. To assist in fighting the fire, the Trail Creek and Road Gulch roads were reopened. (When Leo Beard owned the old Bly and Edgmand Ranch, he built a road up Trail Creek.) In places, the roads were used as fire breaks.

This picture was taken looking down at the head of Road Gulch.



Picture 6.11

Cowhands Moving Cattle along the Cold Springs Ridge Road

The road on top of the Cold Spring ridge was reasonably good in the late 1940s and early 1950s. Except for hunting season, there was not much traffic on it.

Here, cowhands are moving cattle along the road from the Cutout Grounds towards the Cold Springs corrals.



Picture 6.12

The Cold Springs Corrals: October 2007

Over the years, the corrals have been rebuilt several times. The shed attached to the corrals, however, has been there for over 60 years.

In 1988, a forest fire destroyed the Cold Springs cabins, barn, and even the old salt shed on the top of the ridge. Only the corrals survived.



Picture 6.13

The Cold Springs Cow Camp Sign: May 1993

This is the sign at the start of the road down to the Cold Springs Cow Camp. Despite the 1988 fire, the road is virtually the same as it was over 60 years ago.



Picture 6.14

The Frog Pond: 1993

Not far from the road down to Cold Springs, there is a pond. Years earlier, there was just a series of mud holes. Some very small frogs lived in those mud holes. The first time that Judy and I walked to the pond, we didn't find any frogs. We, however, heard them croaking.



Picture 6.15

The Road by the Frog Pond: 1993

Over the years, this portion of the road was improved.

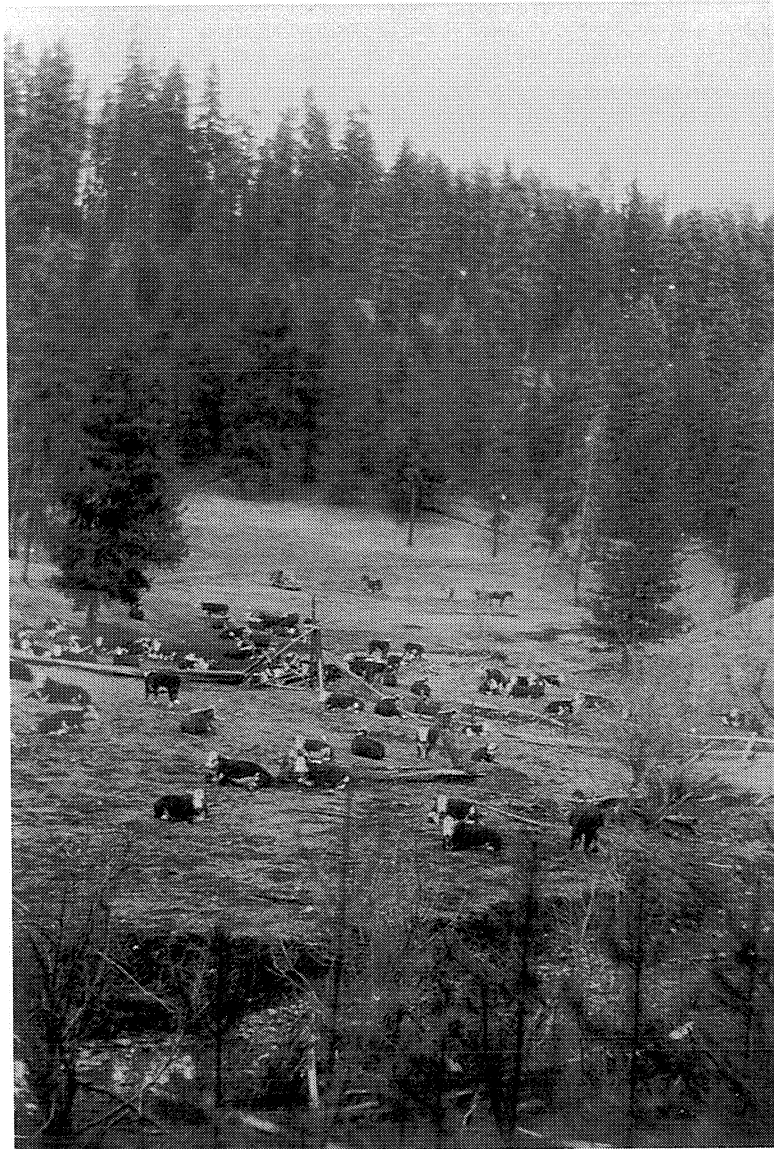


Picture 6.16

Near Devil's Run: Early 1940s

When driving cattle from Cold Springs to the Buttes, the cowhands did not follow the road the entire distance. (By road, it was about 35 miles.) South of the Huckleberry Patch, they left the road and followed the Devil's Run Cutoff, returning to the road at Thomason Meadows. (The first road from Thomason Meadows to Cold Springs followed the Devil's Run Cutoff.) This shortcut significantly reduced the distance that had to be traveled. Even so, the cattle drive took two days.

Here, the hands are eating a noon meal on the way to Thomason Meadows and the Buttes. Ben Tippet, Biden Tippet, Pete Edgmand, Mike Edgmand, and Unknown are sitting. Blanche and Jack Tippet, Jidge Tippet, and Joe Bly are standing.



Picture 6.17

Cattle Resting on the Devil's Run Cutoff

While the hands are eating a noon meal, the cattle are resting.

Ranchers ate three meals a day. They, however, were not breakfast, lunch, and dinner. They were breakfast, dinner, and supper. Large amounts of food were served at all three meals.



Picture 6.18

The Road by Jack and Stuke Tippet's Home at the Buttes: 1993

When traveling to Enterprise by way of Cold Springs, Pete and Birdie often stopped at Jack and Stuke Tippet's home initially at Thomason Meadows and later at the Buttes. (Jack was one of Jidge's brothers.)

Jidge and Pete and Joe owned land at the Buttes. For years, Pete, Joe, and various members of the Tippet family joined forces to drive cattle that they were selling from the Buttes to Enterprise. The drive took two days.

In the late 1940s or early 1950s, scales were installed at the corrals near Jack and Stuke's home. Once the scales were installed, the cattle were weighed and then loaded on cattle trucks to be hauled to Enterprise or some other destination. Occasionally, cattle were still driven from the Buttes to Enterprise.

Celebration dedicating the completion of
a road to Rogersburg, also, the Centennial
of the first white man 1838 to 1938 at
Rogersburg.

Name	Address
Evelene Kiese-kie	Anatone, Ark.
Isabell Hard	Anatone, Ark.
Mrs Horace Gots.	" "
Mrs Bent Pardon	" "
Mrs Preston Combs	" "
Mrs. and Mrs. M. A. Mayrow	Anatone "
Ina and Mrs Carl Sargent	Anatone
Mr & Mrs Harry Becker	Clarkston Ark.
Mr and Mrs Paul Goy	Clarkston Mo
Mary Chandler	Anatone, Ark.
E. J. Appleford & family 5	Anatone, Ark.
Kathryn Appleford	Anatone, Ark.
G. Laurence Fisher	Clarkston
Norma C Palmer	Clarkston
Hermon H. Rogers	Pomeroy
Thos. M. O'Leary	
Roy Rogers	
Donald Rogers	
Bud Rogers	Peola
Lee Reed	Nepesence, Ida.
John B. Cox	Astoria, Wash.
Charles Cates	Nepesence, Ida.
Bill Hamilton	
Wm. Locke	Clarkston

Adrian King	Asotin St.
Don Schoonover	Asotin W.
P. D. King & family	Asotin Wn
R. L. Cox & family	Asotin "
Mrs. Meyer Graham daughter	Asotin Wn.
Mrs. Hatt. B. Forger	Anatone
E. L. Young Forger	Anatone Wn.
Mrs. Mrs. Orville Appleford & children	Montgomery Ridge
Mr. & Mrs. Vernon Walker & George	Clarkston Wn.
Mr. & Mrs. Ernest Grim & Boy	Clarkston Wn.
Margie Burch	Anatone, Wn.
Willie Andrews	Clarkston
Mrs. Ben F. Taplin	Clarkston Wn.
Mrs. E. C. Bishop	Clarkston Wn.
Ed Bishop	" "
Ben F. Taplin	" "
Larry Andrews	" "
Ed Henry	New York City
Lee Andrews	
Anaconda Bely	
Ernest Grim	Clarkston
Vernon Walker	Clarkston
W. E. Sims	Berkeley Cal.
Glenora Andrews	Clarkston Wn.

Celebration
a road to
of the first
Rogersburg

E. A. McCall	Clark
Joan Haggard	Moscow
Garrett Boggan	Anatone
R. E. Flock	Tombly
Pearl D. Forney	
W. M. Duley	Enterprise
Ernest Flock	Anatone
Eugene McCoy	Buffalo
Edison A. Flock	
T. B. Mappin	Cap. J.
Geo. Shores	Anatone
Querett Boggan	Anatone
Elmer Shively	Jarvis
Laid Hord	Anatone
Pauline Smith	Anatone
Eunice Boggan	Anatone
Clara Boggan	
Jeanette Boggan	
R. J. Hosken	Anatone
Mrs. R. J. Hosken	
Geo. Anderson	
Mrs. Geo. Anderson	
Mr. E. H. Swisher	Paradise
Mrs. W. H. Swisher	
Mr. W. H. Swisher	

A. A. Huddleston Leeward

Roy Humelson Lewiston Ida.

Mrs. Roy Humelson Lewiston, Ida.

Ruby Pederson Anatone Wyo.

Thomas Humelson Lewiston, Ida.

W. H. F. Platt Mt. View Wash.

Mrs. W. H. F. Platt Mt. View Wash.

Brayton F. Platt

Vernon Beggins

A. M. Northern Paradise Id.

~~Theresa Beggins~~

J. Orin Beggins

Jake Beggins Paradise

Mrs. Bigge Walls Mountain View Wyo.

Barby Walls

Edith Walls

Edith Walls

Merv Walls

H. McLaughlin

Lawrence Allen Elgin Idaho

J. J. Borgeson

Shelton Brown

E. R. Seidel

Rachel Hansen

Clarendon

Anatone

N.H. Hollenbeck	Asotin
B.C. Nash	Asotin
Jack Hollenbeck	Asotin
J.L. McMillon	Asotin
Frank Chisholm	Asotin
John Bly	Asotin
Joe W. Abbott	Asotin
Anna Abbott	Asotin
Pauline Abbott	Asotin
Albert Sussman	Asotin
Eaton Ward	Asotin
R.D. King, Asotin	Asotin
Erwin Bly	Asotin
Miss Grace Carl	Asotin
C. W. Carl	Asotin
C. G. Thredt	Asotin
George Hollenbeck	Asotin
Pat Watkins	Asotin
Lucille Hunt	Asotin
Burdine Malcom	Asotin
Marie Roberts	Asotin
Dorothy Roberts	Asotin

J. H. Stephenson

Edith D. Stephenson

Wesley Bennett

Wesley Bennett

Glenn S. Hinkle

J. B. Hinkle and wife

Mrs. E. E. Tippet

Mrs. Lulu Johnson

Mrs. W. R. Tippet

W. Townsend

John L. Wren

Henry J. Niebuhr

Mrs. G. K. Daugherty

Mrs. Geo. Kelley

Mrs. Glenn Kishle

Samuel Kimble

P. W. L. Hase Amstutz

Wallace Poramox

Mrs. Paul W. Gumbert

Art Hilding

Esther K. Day

E. J. Brown

Ada Newkirk

Joan Newkirk

Joan Newkirk

Arthur

Arthur

Arthur

Arthur

Arthur

Arthur

Arthur

Arthur

Arthur

Arthur

Arthur

Arthur

Arthur

Arthur

Arthur

Arthur

Arthur

Arthur

Arthur

Arthur

Arthur

Arthur

Walter Hood Matone

Burton Talbot "

Birdie B Elgund

Alberta Colwell

L E Wood & Wife

Donald Brown

H E Harshutt

Mrs. J. B. McMurray

Dorothy Haynes

Mrs. O. L. Hodge

Ted

Jack

Dick

Floyd Marvin

O. L. Hodge

Dorothy H. Courtney

Mrs. B. H. H. H. H.

John H. H. H.

J. M. Colman

Chas. McNeill

Helen Watson

Getty Harshutt

Clara McNeill

Mabel

Audrey Brown

Astoria

Edgar

Sullivan

Portland Ore.

Clarkston

Astoria

Clarkston

Sumner

Sejuncton

Sejuncton

Sejuncton

Sejuncton

Sejuncton

Astoria, Wash.

Astoria, Wash.

Astoria, Wash.

Mountain View

Astoria, Wash.

Jack Giffels & Wife	Clinton
George Cheney	"
Samuel Best	"
Bert Rumborn	Anston
Robert B. Forney	Anston
E. Albion	Clinton
Jeanne Albion	"
Edna Albion	"
Frank & wife	Clinton
Mrs E. Albion	"
Dr. W. Thiesen	Clinton
Ray Thorton	"
Bessie Thornton	Clinton
N. A. Thornton	Clinton
Jas. Patterson	Clinton
Jessie Hensley	Clinton
Mr & Mrs W. C. Galt	"
Pete Smith	Clinton
Beava Porter	Clinton
Jim Woodyard	Clinton
Ralph Waul	Clinton
Bob Hays	Clinton
Bill Jones	Clinton
Elizabeth Forney	Clinton
Lillian Forney	Clinton

Cecilia Moxley.	Austin Wash.
Edna Thressen	Lewiston Ida
Grace Campbell	Spokane
Deop L. Kullene	Arden
John Quinn	Troy
Edna Thressen	Lewiston
Edna Thressen	Paradise
Ruth Berland	Pullman Wash
Melvin Thressen	Paradise
Leonard Thressen	Paradise
Harper Norton	Paradise
Robert Thressen	Paradise
Melvin Thressen	Anatone
Howard Roup	Cloverland
Lula Roup	Idaho
Ernie Thressen	Idaho
Alvin Thressen	Idaho
Mr. Thressen	Idaho
Willow Roup	Idaho
Laura Jean Roup	Idaho
Wm. J. Lawrence	Clarkston
Alice Hallenbeck	Austin
John Hallenbeck	Austin
Charlotte Roup	"

Opal Pederson	Anatone Wash.
Ray Langsdor	Capt. John, Ada
W. C. Campbell	Spokane
E. F. Earl	Leaft John
Betty Gippet	Spokane & Rogersburg
Edward James	Spokane
Walter Schuster	Anatone
Richard Rivers	Anatone
Randall Boggan	Grand River
Glenn Smith	Anatone
R. H. Prater	Dayton
John Jones	Blackfoot
Ed Anderson	"
Mrs. Ed. Anderson	"
Mrs. Wm. Jones	"
Russ McKeap	"
Dorley J. Miller	"
Mrs. Dorley Miller	"
Ha. and Ronald	"
Norm Jones	Dayton
Opal Millar	Anatone
Rena Boggan	Anatone
Alva Wilson	Profino, Ida
Ellie Nelson	Profino, Ida
Joel Wilson	"

Mildred Haberman
Randolph Haberman
Fred Haberman

Jack 3 pens

C. A. Wummett

Julien Monson

Joe L. Bly

Julien Steiger

Mapine Tipton

Henry Steiger

Mrs. H. R. Merchant

" F. F. Wornell

J. G. Wornell

Jack Wornell

Henry Steiger

Mrs. Henry Steiger

Ed. Charlie

Mrs. Ed. Gardin & Daughter

Theresa

Chas. Pitchford

W. Sanderson

J. H. K. K. K.

Jack D. Kippitt

J. G. J. J. J.

Dayton, Minn.

Seattle

Rogersburg

Anatone

Anatone

Anatone

Anatone

Anatone

Anatone

Anatone

Anatone

Anatone

Anatone

Anatone

Anatone

Anatone

Gifford, Idaho

Pullman, Wash.

Anatone

Mrs R. J. + avn.
 Donnell Lypley
 Chas Ward Franklin Wash
 Laura Hatley Dayton Wn
 Apta Brooks Pomeroy Wn
 Leo Beard Salmon River
 Mrs. R. A. Pratt Enterprise
 John O McWhirter Enterprise Or
 Alta M. McTetridge Enterprise Or
 L. A. Pratt Enterprise Or
 Harold Elmer Anathone Wash
 Mrs. H. E. Smith Charleston, Wash
 Warren Smith Jr " "
 Mr. Warren Smith " "
 Sam Oulliton State Highway " "
 Percy Steadly State Highway " "
 Gerald Kimble Pullman "
 Randall Hanch Amston "
 Mrs. H. H. Hanch " "
 May W. Fodrea Lewiston
 Donald Fodrea Lewiston
 Mrs E. M. Mutt, Capt. John
 Mrs + Mr. Mutt, Capt. John
 Cecilia Clark, Lewiston
 Jennie H. Hachgrove, Lewiston
 Dorothy H. Hachgrove, Lewiston

Wm. J. Pass	Pierce Id.
Bonnie Belle Smith	Spokane Wash
Albert Kiesecker	Anatone Wn.
Elmer Earl	Capt. John Wickida
Jack Balch	Asotin Wn
Wick Copt	Asotin Wn
John Fitzgerald	Asotin Wn
Ray Fitzgerald	Asotin Wn
W. Ford	Anatone Wn
David F. Welch	Anatone Wash
Gene Ward	Anatone Wash
Ed Zimmerman	Lewiston
Ken Ogden	Lewiston
Gene Edgman	Emery Wash
Bill Riple	
E. A. Holman	Hayden
R. M. Greene	Hayden Wn
Ed Laughery	Clackston
Wm. C. W. Tedra	Asotin
Eugene Johnson	Lewiston
Louis D. Oddy	Asotin
Gene Rhodes	
Florence Graham	
Edd Graham	

J.R. Meboy Astoria
Hazel Sargent Astoria
John Alder "
J.W. Gustafson Clarkston WA
Viriam Gustafson Clarkston WA
Mrs. O.H. Gustafson Liveston Ida
O.H. Gustafson "
L.H. Gustafson Clarkston " "
Carol G. Hagen Moscow Idaho
Tom Reed Livingston
G.W. Holt Clarkston
Mauley Daly "
Judy Graham
Mrs. O.A. Graham
Gwendolyn Dodd
Lyle Appleford
Lyneth Block Astoria Oregon
R.D. Heaham Culberson Idaho
Eva Graham "
Mary Graham "
Bruce Graham "
Eva A. Graham "
L.H. Graham "
Walter Walker "
Cyril Walker "

Mrs. H. F. Donnelly Clarkston
 Mrs. R. E. Stewart Clarkston
 Mrs. Dab Clarke Lewisston
 Mrs. Dab Queman Gorton, Wash
 Dale Queman Gorton "
 Neil Queman "
 Carl Graham "
 Gerald Donnelly Clarkston "
 George Miller "
 Lucien Jensen Lapwai
 Anna Wallis Lapwai
 Mary Raymond Lapwai Ida

& My Allen
 Gus Raymond
 George Williams
 Wallace
 Mrs. J. Chase
 Mrs. J. Chase
 Earnest Dyer
 Dyer Maynard
 Gladys Bly
 Walter Bly
 Mabel Bly

Dorthy Day	Lewiston, Ida
P. D. Cobbs	Anatone, Mon
J. B. O'Neil	Asotin, Mon
Edith White	Asotin, Mon
Charlotte Thompson	Lewiston, Ida
Margaret Thompson	Lewiston, Ida
Lawrence Ligon	Clarkston, Mon
Mrs. J. M. Fisher	Clarkston, Mon
Mrs. & Mrs. Blay Miller	Clarkston, Mon
Mrs. & Mrs. S. J. Gathner	Sons, Mon
Mrs. & Mrs. V. W. Miller	Sons, Mon
Mrs. & Mrs. M. J. Crab	Clarkston
Mrs. & Mrs. Ralph Lindstrom	"
Mrs. Dottie E. Miller	"
J. P. Evans	
Mrs. J. M. Butler	Clarkston
J. M. Butler	"
Tommy Barker	
Patty Bittfe	
Ryle Mc Brady	
Mrs. J. M. Brady	
Mrs. Thomas Q. Reed	
Percy Stanley	Walla Walla
Lillian Snyder	Anatone
Tommy Snyder	Anatone

38

Tony Sutton Washburn, 21 Jan.
 Mrs Joe Arraga Lewiston, Idaho
 Evelyn Kitchin Clarkston Wash
 David Addison Clarkston Wash
 Lester Miller Lewiston, Idaho
 Mr & Mrs Burns Gray Clarkston
 C. M. Dougherty Kendrick, Idaho
 John M. Hogan Lakewood, Wash
 Dick Parsley
 Jack Kervon Anacortes, Wash
 Vernon Fawcett Astoria, Wash
 Edwin Peterson Astoria, Wash
 C. W. Jessup Juliaetta, Idaho
 Mrs Anthony Moody Astoria, Wash.
 A. B. Brady " " "
 Jim Savage Astoria, Wash
 Mrs Mike Fitzpatrick Astoria, Wash
 Mr. " " " "
 Mr. Tommy H. Gentry Astoria, Wash
 Mrs. Thos H. Gentry " " "
 Charlie Hallenbeck Astoria, Wash
 Mr & Mrs J. B. Coffee
 Mr & Mrs J. L. Osborn Clarkston, Wash
 Mrs Ted Hilley and Daughter Clark
 Patricia Hilley Clarkston, Wash

Mr. G. P. Willey	Clarkston
Mr. " " Willey	" "
Heri Farrish	Asotin
George Hilding	Asotin
Don Courson	"
Ray Dutton	Lewiston
Mr. Dr. S. F. Matheson	"
Irish Johnson	Lewiston
W. D. Gilchen	"
Hidden Cliff	Asotin
Harold Taylor	Asotin
Charles Hilding	Asotin
Mrs. Mabel King	Asotin
Anna Mae King	Asotin
Mrs. Arthur Farrish	Asotin
Arthur Farrish	"
Clarence Sparger	Clarkston
Ray D. Willey	Clarkston
Robert Walker	Clarkston
John Walker	Clarkston
Estain Ak	Spokane
3 Car	"
Eunice Halsey	Starvation
Ed Jones	"
Wilma Thompson	Lewiston

R. E. Steingard	Clarkston, Wash
Gilbert Carlson	Lewiston
Harold Mitchell	
Worrene Wyatt	Clinton Wash
Phyllis Wyatt	Clinton Wash
Edith Halsen	Groton, W. Va.
Edith Halsen	Groton, W. Va.
John Wyatt	Clinton Wash
Della Wyatt	Clinton Wash
Frank Norton	
Marion Halsen	Clinton Wash
May Halsen	Clinton Wash
Max Thompson	Lewiston Idaho
W. H. Wynn	Groton, W. Va.
Edith Graham	Clinton, W. Va.
Robert Blair	Lewiston, Idaho
Bobby Day	Groton, Idaho
Verl Huffman	Rogersburg
Dorothy Heimark	Rogersburg
Batsy Ann Heimark	Rogersburg
Ed. Heimark	✓

Donations for dance hall and Celebration

Judge Tippet	\$15.
E. A. Weismark	10.
Joe Bly	10
Joe E. E. E.	10
Rudolph Haberman	10
Roy McCoy	10 + 7.35-
Clarence Spangler	5
Verl Huffman	10
Pete Edmand	10
Smith	10
Bill Smith	10
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